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SESSIONAL PAPERS

VOLUME 12

FIRST SESSION OF THE ELEVENTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1909

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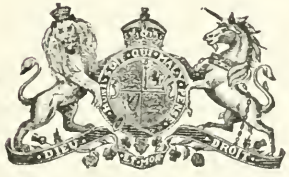

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CONTENTS OF VOLUME 1.

(This volume is bound in two parts.)

1. Report of the Auditor General for the year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson; also 19th February, 1909, by Hon. W. S. Fielding; also 23rd February, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson..*Printed for both distribution and sessional papers.*

3. Estimates of the sums required for the services of Canada for the year ending 31st March, 1910. Presented 1st February, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

4. Estimates of the sums required for the services of Canada for the year ending on the 31st March, 1909. Presented 15th March, 1909, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

4*a*. Further Supplementary Estimates of sums required for the service of Canada for the fiscal year ending 31st March, 1909. Presented 10th May, 1909, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

5. Supplementary Estimates of sums required for the service of Canada, for the fiscal year ending on 31st March, 1910. Presented 10th May, 1909, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

5*a*. Further Supplementary Estimates of sums required for the service of Canada, for the year ending on 31st March, 1910. Presented 18th May, 1909, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

6. List of Shareholders in the Chartered Banks of Canada, as on 31st December, 1908. Presented 13th May, 1909, by Hon. F. Oliver.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 3.

7. Report of dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of Canada, for five years and upwards, prior to 31st December, 1908.. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 4.

8. Report of the Superintendent of Insurance for the year ended 31st December, 1908.
Printed for both distribution and sessional papers.

9. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1908... .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 5.

10. Report of the Department of Trade and Commerce, for the fiscal year ended 31st March, 1909. Part I.—Canadian Trade. Presented 27th January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

10*a*. Report of the Department of Trade and Commerce, Part II, Trade of Foreign Countries and Treaties and Conventions, for the fiscal year ended 31st March, 1908. Presented 5th April, 1909, by Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 6.

10*b*. Report of the Department of Trade and Commerce, Part III, Subsidized Steamship Service, &c., for the year ended 31st March, 1908. Presented 22nd March, 1909, by Sir Wilfrid Laurier.. .. ..*Printed for both distribution and sessional papers.*

11. Tables of the Trade and Navigation of Canada, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 7.

12. Inland Revenues of Canada. Excise, &c., for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional popers.

13. Inspection of Weights, Measures, Gas and Electric Light, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

14. Report on Adulteration of Food, for the fiscal year ended 31st March, 1908. Presented 11th March, 1909, by Hon. W. Templeman.
Printed for both distribution and sessional papers.

15. Report of the Minister of Agriculture, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

15*a*. Report of the Dairy and Cold Storage Commissioner, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. S. A. Fisher.

Printed for both distribution and sessional papers.

15*a*. (2) Report of the Veterinary Director General and Live Stock Commissioner, for two years ended 31st March, 1908... ..*Printed for both distribution and sessional papers*

CONTENTS OF VOLUME 8.

16. Report of the Directors and Officers of the Experimental Farms for the year ended 31st March, 1908. Presented 31st March, 1909, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

17. Criminal Statistics for the year ended 30th September, 1908.
Printed for both distribution and sessional papers.

18. Return of the Eleventh General Election for the House of Commons of Canada, held on the 26th day of October, 1908... .. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 9.

19. Report of the Minister of Public Works, for the fiscal year ended 31st March, 1908. Presented 3rd February, 1909, by Hon. W. Pugsley.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 10.

19*a*. Georgian Bay Ship Canal. Report upon survey, with plans and estimates of cost, 1908. Presented 22nd January, 1909, by Hon. W. Pugsley.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 11.

20. Report of the Department of Railways and Canals for the fiscal year ended 31st March, 1908. Presented 19th February, 1909, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.

20*a*. Canal Statistics for the season of navigation, 1907.
Printed for both distribution and sessional papers.

20*b*. Railway Statistics of Canada, for the year ended 30th June, 1908. Presented 25th February, 1909, by Hon. G. P. Graham.*Printed for both distribution and sessional papers.*

20*c*. Third Report of the Board of Railway Commissioners for Canada, to 31st March, 1907, for the year ending 31st March, 1908. Presented 29th January, 1909, by Hon. G. P. Graham.. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 12.

21. Report of the Department of Marine and Fisheries (Marine) for 1908. Presented 18th February, 1909, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

21*a*. Seventh Report of the Geographic Board of Canada; containing all decisions to 30th June, 1908. Presented 22nd February, 1909, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

21*b*. List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the registry books of Canada on the 31st December, 1908.
Printed for both distribution and sessional papers.

22. Report of the Department of Marine and Fisheries (Fisheries) for 1908. Presented 9th February, 1909, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 13.

23. Report of the Harbour Commissioners, &c.
Printed for both distribution and sessional papers.

23*a*. Report of the Chairman of the Board of Steamboat Inspection, 1908.
Printed for both distribution and sessional papers.

24. Report of the Postmaster General, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. R. Lemieux.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 14.

25. Report of the Department of the Interior, for the fiscal year ended 31st March, 1908. Presented 15th February, 1909, by Hon. F. Oliver.
Printed for both distribution and sessional papers.

25*a*. Report of the Chief Astronomer for the fiscal year ending 31st March, 1908. Presented 13th May, 1909, by Hon. F. Oliver.. ..*Printed both for distribution and sessional papers.*

25*b*. Annual Report of the Topographical Surveys Branch, including Report of the Surveyor General of Dominion Lands, 1907-1908 *Printed for both distribution and sessional papers.*

25*c*. Correspondence and papers, including financial statement, relating to Seed Grain Distribution of 1908 in the provinces of Saskatchewan and Alberta. Presented 28th January, 1909, by Hon. F. Oliver.. ..*Printed for both distribution and sessional papers.*

25*d*. Return to an order of the House of Commons, dated 1st March, 1909, showing how many bushels of seed wheat were bought for Saskatchewan and Alberta for the season of 1908, whom it was bought from, at what price, and what grade it was; if the wheat so bought was cleaned for seed; how the wheat so bought was used; who it was sold to, and at what prices; the total loss in connection with the wheat so bought. Presented 15th March, 1909.—*Mr. Sharpe (Lisgar).. .. .. .

CONTENTS OF VOLUME 16.

28. Report of the Royal Northwest Mounted Police, 1908. Presented 9th March, 1909, by Sir Wilfrid Laurier.. .. ..*Printed for both distribution and sessional papers.*

29. Report of the Secretary of State of Canada, for the year ended December, 1907, and the first three months of the year 1908 Presented 22nd January, 1909, by Hon. C. Murphy.. .. ..*Printed for both distribution and sessional papers.*

30. Civil Service List of Canada, 1908. Presented 22nd January, 1909, by Hon. C. Murphy.
Printed for both distribution and sessional papers.

31. Report of the Board of Civil Service Examiners, for the year ended 31st December, 1908.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 17.

32. Annual Report of the Department of Public Printing and Stationery, for the fiscal year ended 31st March, 1908. Presented 7th May, 1909, by Hon. C. Murphy.
Printed for both distribution and sessional papers.

33. Report of the Joint Librarians of Parliament for the year 1908. Presented 21st January, 1909, by the Hon. the Speaker.. .. ..*Printed for sessional papers.*

34. Report of the Minister of Justice as to Penitentiaries of Canada, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

35. Report of the Militia Council, for the fiscal year ended 31st March, 1908. Presented 9th March, 1909, by Sir Frederick Borden.
Printed for both distribution and sessional papers.

35*a*. Memorandum respecting the estimates for Militia and Defence for 1909-10. Presented 9th March, 1909, by Sir Frederick Borden.
Printed for both distribution and sessional papers.

36. Report of the Department of Labour, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. R. Lemieux.
Printed for both distribution and sessional papers.

37. Report upon the Survey of the Georgian Bay Ship Canal, with plans and estimate of cost.. .. ..*See No. 19a.*

38. Report of the Hon. Mr. Justice Cassels, Commissioner appointed to investigate the affairs of the Department of Marine and Fisheries. Presented 22nd January, 1909, by Hon. L. P. Brodeur.. .. ..*Printed for both distribution and sessional papers.*

38*a*. Minute of a Report of the Committee of the Privy Council, approved by His Excellency the Governor General on the 29th March, 1909:—The Committee of the Privy Council have had under consideration a report, herewith, dated 27th March, 1909, from the Minister of Marine and Fisheries, upon the investigation recently held by the Honourable Walter Cassels respecting the statement contained in the Report of the Civil Service Commission reflecting upon the integrity of officials of the Department of Marine and Fisheries and submitting certain recommendations affecting the officials therein named. The Committee, concurring in the said Report and the recommendation therein contained, submit the same for Your Excellency's approval. Presented 30th March, 1909, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

39. Report of the Royal Commission appointed to inquire into industrial disputes in the cotton factories of the province of Quebec. Presented 25th January, 1909, by Hon. R. Lemieux.. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 17—*Continued.*

40. Statement of expenditure on account of miscellaneous unforeseen expenses from the 1st April, 1908, to the 20th January, 1909, in acordance with the Appropriation Act of 1908. Presented 26th January, 1909, by Hon. W. Paterson.. .. ..*Not printed.*

41. Statement of superannuations and retiring allowances in the civil service during the year ended 31st December, 1908, showing name, rank, salary, service, allowance and cause of retirement of each pearson superannuated or retired, also whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 26th January, 1909, by Hon. W. Paterson.. .. ..*Not printed.*

42. Statement in pursuance of section 17 of the Civil Service Insurance Act for the year ending 31st March, 1908. Presented 26th January, 1909, by Hon. W. Paterson.
Not printed.

43. Statement of Governor General's Warrants issued since the last session of parliament, on account of the fiscal year 1908-9. Presented 26th January, 1909, by Hon. W. Paterson.. .. ..*Not printed.*

44. Ordinances of the Yukon Territory, passed by the Yukon Council in the year 1908. Presented 27th January, 1909, by Hon. C. Murphy.. .. ..*Not printed.*

45. Third Report of the Board of Railway Commissioners.. .. ..*See No. 20c.*

46. Report of the Commissioners of the Transcontinental Railway, for the year ending 31st March, 1908. Presented 29th January, 1909, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.

46*a*. Return to an order of the House of Commons, dated 15th February, 1909, for a copy of all correspondence between Rothwell, Johnston & Stubbs, lawyers, of Winnipeg, and the government, or the Transcontinental Railway Commissioners respecting their instructions in regard to the purchase of the Winnipeg terminals from Kern & Mathews, and in respect to the legal services rendered by them for the government, and passing of titles of the property, and a copy of the solicitors' bills of costs, charges and correspondence arising therefrom; and of all correspondence between the government and the Railway Commissioners and the vendors, Kern & Mathews, from the commencement of the negotiations; and also showing what steps, if any, were taken towards expropriating the property, or obtaining judicial determination as to the value of the said property. Presented 4th March, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

46*b*. Return to an order of the House of Commons, dated 22nd February, 1909, showing the final estimates on the contract entered into on August 22, 1906, between J. D. McArthur and Smith & Prendible on the National Transcontinental Railway, for work from station 9370 to station 9480; and the contract entered into on 21st November, 1908, between the same parties on the same railway for work from station 9260 to station 9370. Presented 11th March, 1909.—*Mr. Haggart (Winnipeg)*.. .. ..*Not printed.*

46*c*. Report of Collingwood Schreiber, Esquire, chief engineer western division National Transcontinental Railway. Presented 15th March, 1909, by Hon. G. P. Graham.
Not printed.

46*d*. Interim Report of the Commissioners of the Transcontinental Railway, for the nine months ending 31st December, 1908. Presented 15th March, 1909, by Hon. G. P. Graham.. .. ..*Not printed.*

46*e*. Statistics of Dominion Police Constables employed along the line of the Transcontinental Railway during the calendar year 1908. Presented 23rd March, 1909, by Hon. A. B. Aylesworth.. .. ..*Not printed.*

46*f*. Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all letters, correspondence, statements and writing between the Grand Trunk Pacific Railway Company, or its engineers or agents, and the Commissioners of the Transcontinental Railway, or their engineers or agents, and between the commissioners and their engineers, and between the commissioners and their engineers and agents and the con-

CONTENTS OF VOLUME 17—*Continued.*

tractors or sub-contractors on Districts B and F after mentioned, as to classification or alleged over classification on Districts B and F of the Eastern Division of said railway, and of all estimates, returns, certificates, memoranda, statements or writings, showing classification or over-classification of the cuttings and work on said Districts B and F. Presented 22nd April, 1909.—*Mr. Lennox*.. .. ..*Not printed.*

46*g*. Return to an order of the House of Commons, dated 26th January, 1909, showing the names of all persons appointed to office or employment by the Transcontinental Railway Commission since its creation, showing the county or city from which such person came, the office or employment to which he was appointed, the date of appointment, the salary and allowances attached thereto, the place or district where the work of each employee is done, and the total amount paid each year for all such services up to the end of December, 1908. Presented 22nd April, 1909.—*Mr. Foster*.. .. .. ..*Not printed.*

46*h*. Return to an order of the House of Commons, dated 3rd March, 1909, for a copy of all tenders received for the construction of the following sections of the Eastern Division of the National Transcontinental Railway, together with the itemized schedules of the engineer's estimates of quantities on which the award of contracts was based, the sections referred to being those mentioned in the answer of the Minister of Railways and Canals in the House on the 13th April, 1908, as follows:—

STATEMENT NO. 1.—COMMISSIONERS—EASTERN DIVISION.

Mileage from Moncton.		Description.	No. of One Miles.	Amount of Estimate on which Contracts were let.	Date of	
From	To				Contract.	Completion.
				$ cts.		
0·00	50·00	Moncton to near Chipman	50·00	989,895 90	Mar. 14, '07	Sept. 1, '08
50·00	58 55	Near Chipman easterly 8·55 miles	8·55	289.190 62	Aug 23, '07	Aug, 1, '08
58·55	97·60	Near Chipman westerly to I.C.R. crossing	39·05	767,434 95	Mar. 28, '08	Sept. 1, '10
97·60	164 00	I.C.R. crossing to Mile 164	66·40	1,898,124 21	" 28, '08	" 1, '10
164·00	195·80	Mile 164 to Grand Falls	31·80	1,646,253 65	" 28, '08	" 1, '10
195·80	256·68	Grand Falls to New Brunswick boundary	60·88	1,385,941 09	" 9, '07	" 1, '08
256·68	309 74	N.B. boundary to 150 miles east of Quebec Bridge	5 143·06	2,377,409 60	" 28, '08	" 1, '10
309 74	459·74	From Quebec Bridge 150 miles eastward	8·89	5,011,346 50	" 9, '07	" 1, '09
		Quebec Bridge link (not included in estimate)	1·11			
459 74	509·74	Quebec Bridge westerly 50 miles	50·00	1,489,537 92	May 15, '06	" 1, '07
509 74	609·74	50 miles west Quebec Bridge to 150 miles west	100·00	3,807,719 54	" 15, '06	" 1, '07
609·74	654·74	150 miles west Quebec Bridge to near Waymontachene	45·00	1,691,073 41	Mar. 14, '07	" 1, '08
654·74	656·07	To be included in this contract	1·33			
656·07	877·75	Near Waymontachene to near Harricanaw River	221·68	Not let.		
877·75	1,027·75	Near Harricanaw River to Junction T. & N. O. Ry.	150·00	3,986,901 42	" 14, '07	" 1, '09
1,021·75	1,127·75	Junction T. & N. O. Ry. for 100 miles west.	100·00	3,936,566 00	" 28, '08	" 1, '10
1,027·75	1,171·85	100 miles west of Junction T. & N. O. Ry. to west end of District 'D'	44·10	Not let.		
1,171·85	1,334·35	West end of District 'D' westerly	162·50	"		
1,334·35	1,409·35	From 19½ miles west of Mud River, easterly.	75·00	2,101,499 88	" 28, '08	" 1, '10
1,409·35	1,429·76	" " " to west end of District 'E'	20 41	Not let.		
1,429·76	1,557·80	From westward District 'E' to Lake Superior Junction	128·04	"		
1,557·80	1,804·66	From Lake Superior Junction to west bank of Red River	246·86	13,010,398 92	May 15, '06	" 1, '07

Presented 26th April, 1909.—*Mr. Lennox*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

46*i*. Return to an order of the House of Commons, dated 3rd March, 1909, showing the various quantities of work of each description or class actually executed by the several contractors and certified as correct by the engineers and paid for up to 31st December, 1908, upon the several sections of the Eastern Division of the National Transcontinental Railway, where the sections have not been completed, the various chief engineers' estimates of the quantities of the various class of work remaining to be executed, together with an estimate of the cost of completing the same, based on the contractors' prices attached to each tender. Presented 26th April, 1909.—*Mr. Lennox*..*Not printed.*

46*j*. National Transcontinental Railway. Information in reply to questions by Mr. R. L. Borden, M.P. Presented (Senate) 7th May, 1909, by Hon. Sir Richard Cartwright. *Not printed.*

46*k*. Correspondence and reports relative to complaints as to the manner men employed on the Grand Trunk Pacific Railway construction are treated in the hospital at Prince Rupert; the complaint of non-payment of just claims for wages, &c., on the Prince Rupert section of the said railway. Presented 12th May, 1909, by Hon. R. Lemieux. *Not printed.*

46*l*. Supplementary Return to 46*g*. Presented 14th May, 1909.. .. ..*Not printed.*

46*m*. Supplementary Return to No. 46*h*. Presented 14th May, 1909.. .. ..*Not printed.*

47. Return to an address of the House of Commons, dated 25th January, 1909, for a copy of all orders in council, correspondence, reports and other documents and papers, not already brought down, touching or relating to the All-Red Line, so-called, as referred to in the resolution passed by this House on the 9th day of July, 1908, or touching or relating to any similar or substituted proposal for the like purpose. Presented 29th January, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

48. General rules and orders in the Exchequer Court in Canada, 1909. Presented 29th January, 1909, by Hon. C. Murphy.. .. ..*Not printed.*

49. Classification of the following departments of the inside Civil Service at Ottawa, by order in council of the 25th January, 1909, as on the 1st September, 1908, viz.:—Agriculture, Auditor General, Customs, Finance, Superintendent of Insurance, Governor General's Secretary, Indian Affairs, Inland Revenue, Justice, Labour, Library of Parliament, Marine and Fisheries, Militia and Defence, Mines, Post Office, Privy Council, Public Printing and Stationery, Public Works, Railways and Canals, Royal Northwest Mounted Police, Secretary of State, Trade and Commerce. Presented 1st February, 1909, by Sir Wilfrid Laurier.. .. ..*Not printed.*

49*a*. Classification of the officers, clerks and employees of the Library of Parliament, as on the first day of September, 1908. Presented 11th March, 1909, by Sir Wilfrid Laurier. *Not printed*

49*b*. Classification and organization of the officers and clerks of the Distribution Office of the Department of the Printing of Parliament, as on the first day of September, 1908. Presented 11th March, 1909, by Sir Wilfrid Laurier.. .. ..*Not printed.*

49*c*. Classification of the permanent officers, clerks and employees of the House of Commons. Presented 11th March, 1909, by the Hon. the Speaker.. .. ..*Not printed.*

49*d*. Organization of the Staff of the House of Commons, with the classification of the various officers, clerks and employees. Presented 11th March, 1909, by the Hon. the Speaker.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

49*e*. Classification of the Department of the Interior (Inside Service) at Ottawa, by order in council of the 1st February, 1909, as on the 1st September, 1908. Presented 1st April, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

49*f*. Order in Council approved by His Excellency the Governor General on the 5th May, 1908, granting authority for the continued employment of certain officers and clerks of the non-permanent branches of the Department of Public Works. Presented 5th April, 1909, by Hon. W. Pugsley.. .. ..*Not printed.*

49*g*. Schedules in connection with the Civil Service Bill. Presented 10th May, 1909, by Hon. S. A. Fisher.. .. ..*Not printed.*

50. Correspondence, &c., relative to the construction of a subway near the Kingston Junction of the Grand Trunk Railway of Canada. Presented 1st February, 1909, by Hon. G. P. Graham.. .. ..*Not printed.*

51. Copy of official communication, addressed by the Minister of Marine and Fisheries, to Commissioner Cassels, respecting the abolition of the patronage system in the Department of Marine and Fisheries. Presented 1st February, 1909.–*Mr. Foster.Not printed.*

52. Minutes of proceedings of the Board of Internal Economy of the House of Commons, pursuant to Rule of the House No. 9, from the 16th December, 1907, to 14th July, 1908, inclusive. Presented 29th January, 1909, by the Hon. the Speaker.. .. ..*Not printed.*

53. Return to an order of the House of Commons, dated 10th February, 1908, showing the number of applications for the release of prisoners and the number granted since the year 1896 by the Minister of Justice before the expiry of sentence, the terms of sentence, the date of release, the reasons therefor as far as expedient, and the name of the solicitor who was interested in procuring the release. Presented 2nd February, 1909.—*Mr. Foster*.. .. ..*Not printed.*

54. Report of the Commissioner, Dominion Police Force, for the year 1908. Presented 2nd February, 1909, by Hon. A. B. Aylesworth.. .. ..*Not printed.*

55. A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada since last return, 7th December, 1907, submitted to the Parliament of Canada under section 32, of chapter 19, of the Revised Statutes of Canada, 1906. Presented 2nd February, 1909, by Hon. C. Murphy.. .. .. ..*Not printed.*

56. Return under chapter 125 (R.S.C.), 1906, intituled: 'An Act respecting Trades Unions,' submitted to Parliament in accordance with section 33 of the said Act. Presented 2nd February, 1909, by Hon. C. Murphy.. .. ..*Not printed.*

57 Report of the Ottawa Improvement Commission for the nine months ended the 31st March, 1908. Presented 4th February, 1909, by Hon. W. Paterson.. .. ..*Not printed.*

58. Partial Return to an order of the House of Commons, dated 1st February, 1909, showing what persons have been appointed, transferred, or promoted, respectively, since 1st July, 1908, in the various departments coming under the operation of the Civil Service Act of 1908; the positions and salaries of such persons as have been transferred and promoted at the time of the change; the positions and salaries at present of all who have been so appointed, transferred or promoted, and which of these appointments, transfers or promotions were made in accordance with the present Civil Service Act. Presented 5th February, 1909.—*Mr. Foster*.. .. ..*Not printed.*

58*a*. Partial Return to an address of the House of Commons, dated 1st February, 1909, for a copy of all orders in council, departmental orders, rules and regulations, and schemes of reorganization adopted in the several departments, rules and regulations

CONTENTS OF VOLUME 17—*Continued.*

made by the Civil Service Commissioners, and all other orders, steps and proceedings made, had or taken under or pursuant to the Civil Service Amendment Act, 1908. Presented 8th February, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

58*b*. Supplementary Return to No. 58. Presented 8th February, 1909... .. ..*Not printed.*

58*c*. Return to an order of the House of Commons, dated 10th February, 1909, showing how many officials were appointed in the year 1908 to the various departments and brought from the outside service into the inside service under the Civil Service Act, with their names and salaries; and what addition to the various staffs have been made thereby. Presented 11th February, 1909.—*Mr. Sharpe (Ontario)*.. .. ..*Not printed.*

58*d*. Further Supplementary Return to No. 58. Presented 11th February, 1909..*Not printed.*

58*e*. Return to an order of the House of Commons, dated 2nd February, 1909, showing the names of the temporary clerks formerly paid out of Civil Government Contingencies who have been classified under section 7 of the Civil Service Act since the 1st September, 1908, and placed in the third division subdivision B; the position filled by each at the time of classification and the salary paid, the length of service, the age and what examination has been passed; the position to which assigned under the classification and the salary attached; the names of the persons appointed to the Civil Service since 1st September, 1908, under section 47 of the Civil Service Act, the positions to which appointed, the date of appointment, and the salary attached. Presented 11th February, 1909.—*Mr. Foster*. .. ..*Not printed.*

58*f*. Further Supplementary Return to No. 58. Presented 18th February, 1909.*Not printed.*

58*g*. Return to an address of the House of Commons, dated 15th February, 1909, for copies of orders in council by authority of which increases of salary detailed on pages 556, 557, 558, 559, 560, 561, 562, 563 and 564, unrevised *Hansard*, 1909, were granted. Presented 23rd February, 1909.—*Mr. Foster*.. .. ..*Not printed.*

58*h*. Return to an order of the House of Commons, dated 15th February, 1909, showing the name and date of the first appointment, position and salary at time of increase of each clerk or other employee in the outside service of the Department of Public Works at Ottawa, to whom any increase of pay was given on and after the 1st of April, 1908, the amount of such increase or increases, the date on which increase was granted, the date it became effective, and the date on which the increase was paid. 2. A similar return from each of the following Departments: Militia and Defence, Marine and Fisheries, Railways and Canals, Customs, Inland Revenue, Public Printing, Indian Affairs, Auditor General, Finance, Mines and Post Office Department. Presented 23rd February, 1909.—*Mr. Foster*.. .. ..*Not printed.*

58*i*. Return to an address of the House of Commons, dated 15th February, 1909, for copies of orders in council passed from the 1st of May, 1908, to 31st January, 1909, authorizing increases to the employees of the Department of Public Works. Presented 25th February, 1909.—*Mr. Foster*.. .. ..*Not printed.*

58*j*. Orders in Council attached to Sessional Paper No. 58*g* herewith were the only ones passed in connection with the increases of salary detailed on pages 556, 557, 558, 559, 560, 561, 562, 563 and 564, unrevised *Hansard*, 1909. The increases given to the officials employed in the Surveys Branch were granted in accordance with the Act respecting the Department of the Interior, chapter 54, sections 6 and 8, of the Revised Statutes, which relate to the employment and payment of temporary assistants in the Surveyor General's Branch, for the performance of services requiring technical, scientific or professional qualifications. The increases given to the employees on Dominion Lands, Outside Service, School Lands, Immigration and Boundary Surveys were granted under departmental authority. Presented 26th February, 1909, by Hon. F. Oliver.

Not printed.

CONTENTS OF VOLUME 17—*Continued.*

59. Return of orders in council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 1st December, 1907, and 1st December, 1908, in accordance with provisions of subsection (*d*) of section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the province of British Columbia. Presented 5th February, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

60. Return under the provisions of section 57 of the Northwest Irrigation Act, being chapter 61 of Revised Statutes of Canada, 1906, being copies of all Orders in Council, which have been passed or regulations which have been made or forms prescribed by the Minister of the Interior under that Act, and which have been published in the *Canada Gazette*, since the date of the presentation to Parliament of a similar return at its last preceding session. Presented 5th February, 1909, by Hon. F. Oliver.
Not printed.

61. Return under the provision of section 77 of the Dominion Lands Act, chapter 20, of the Statutes of 1908, of section 5 of the Dominion Lands Surveys Act, chapter 21, of the same Statutes, of subsection 2, of section 13 of the Dominion Forest Reserves Act, chapter 56, R.S.C., 1906, of subsection 3 of section 5 of the Rocky Mountains Park Act, chapter 60, R.S.C., 1906, and of subsection 2 of section 18 of the Yukon Act, chapter 63, R.S.C., 1906, being copies of all orders in council, ordinances or regulations which have been passed under any of the above mentioned Acts and which have been published in the *Canada Gazette*, since the date of the presentation to Parliament of a similar return at its last preceding session. Presented to Parliament of a similar return at its last preceding session. Presented 5th February, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

62. Return to an order of the House of Commons, dated 25th January, 1909, for a copy of all correspondence during the last three months with reference to Lachute Mills post office. Presented 8th February, 1909.—*Mr. Perley*.. .. ..*Not printed.*

63. Order in Council, &c., in relation to the issue of $50,000,000 additional stock by the Canadian Pacific Railway Company. Presented 8th February, 1909, by Hon. G. P. Graham.. .. ..*Not printed.*

63*a*. Return (in so far as the Department of the Interior is concerned) of copies of all orders in council, plans, papers, and correspondence which are required to be presented to the House of Commons, under a resolution passed on 20th February, 1882, since the date of the last return under such resolution. Presented 8th February, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

63*b*. Correspondence on the subject of the Canadian Pacific Railway Company securing running rights over the Intercolonial Railway between St. John and Halifax. Presented 8th February, 1909, by Hon. G. P. Graham.. .. ..*Not printed.*

63*c*. Return of lands sold by the Canadian Pacific Railway Company, from the 1st October, 1907, to the 1st October, 1908, and the names of the purchasers. Presented 15th February, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

63*d*. Return to an address of the House of Commons, dated 8th February, 1909, for a copy of any order in council authorizing the Canadian Pacific Railway to increase its capital stock. Presented 18th February, 1909.—*Mr. Maclean (York)*.. .. ..*Not printed.*

63*e*. Further correspondence on the subject of the Canadian Pacific Railway Company securing running rights over the Intercolonial Railway between St. John and Halifax. Presented 22nd February, 1909, by Hon. G. P. Graham.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

64. Return to an order of the House of Commons, dated 1st February, 1909, showing what sums of money have been paid each of the several holders of stock in the Quebec Bridge Company on account of stock, bonus and interest, respectively; and what amount remains to be paid and to whom. Presented 8th February, 1909.—*Mr. Foster.*
Not printed.

65. Return to an order of the House of Commons, dated 1st February, 1909, showing what disposition has been made in detail of the vote of $25,000 under Miscellaneous, for seed grain in Alberta and Saskatchewan. Presented 11th February, 1909, by Hon. F. Oliver.. .. .. .

CONTENTS OF VOLUME 17—*Continued.*

67*e*. Copy of Order in Council constituting a Board of Management for the Government Railways—the Intercolonial and the Prince Edward Island Railway—and naming the members of the said Board of Management. Presented 26th April, 1909, by Hon. G. P. Graham.. .. ..*Not printed.*

67*f*. Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all petitions and correspondence, whether by letter or telegrams, and all plans submitted either to the Railway Department or to the authorities of the Intercolonial Railway, and of all decisions arrived at, relating to the enlargement of the station of the Intercolonial Railway at Cap St. Ignace, or the construction of a new station. Presented 14th May, 1909.—*Mr. Roy (Montmagny).. .. ..Not printed.*

67*g*. Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all correspondence, memorials, reports and decisions arrived at respecting the construction of a tank at the Intercolonial Railway station at Cap St. Ignace, and the increased cost to be paid to the Aqueduct Company supplying the water for the engines running on the said railway. Presented 14th April, 1909.—*Mr. Roy (Montmagny)..Not printed.*

67*h*. Return to an address of the Senate, dated 18th March, 1909, praying for all petitions presented to the Governor General in Council, asking that the Intercolonial Railway may be placed under the Railway Board, together with all correspondence in connection therewith. Presented 4th May, 1909.—*Hon. Sir Mackenzie Bowell.. ..Not printed.*

67*i*. Certified copy of a Report of the Committee of the Privy Council, approved by His Excellency the Governor General on the 20th April, 1909, *re* Intercolonial Railway. Presented (Senate) 30th April, 1909, by Hon. Sir Richard Cartwright.. ..*Not printed.*

68. Return to an order of the House of Commons, dated 1st February, 1909, for the production of all the original applications and tenders filed in the Department of the Interior in respect of Timber Berth No. 1122, and that the same be laid on the Table of the House, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of the Interior after inspection. Presented 12th February, 1909.—*Mr. Campbell... .. ..Not printed.*

69. Return to an order of the House of Commons, dated 1st February, 1909, showing what lands, at what price, and to what persons or corporations have been sold along the route of the Grand Trunk Pacific for stations, terminal or town site purposes. Presented 12th February, 1909.—*Mr. Foster.. .. ..Not printed.*

70. Return to an order of the House of Commons, dated 26th January, 1909, showing, year by year, since 1881, the expenditures charged annually to capital under the caption of Dominion lands, together with a similar statement of the total receipts from sale of lands, town sites, &c., where public domain has been permanently alienated. Presented 12th February, 1909.—*Mr. Ames.. .. ..Not printed.*

71. Return to an order of the House of Commons, dated 1st February, 1909, showing the amount of gold, silver and copper coins manufactured by the branch of the Royal Mint in Canada, and the amount of said coin not disposed of since it commenced operation up to 1st January, 1909. 2. How much silver in its crude state has been offered for sale to the management of the Royal Mint from Canadian mines in the year 1908, and what quantity has been accepted. 3. What reason the government gives for not purchasing all the silver in its crude state that is offered. 4. The system used in deciding from whom to make purchases. 5. How many Canadian mines have sold silver to the government, the names of said mines, and the quantity purchased from each. Presented 12th February, 1909.—*Mr. Armstrong.. .. ..Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

71*a*. Return to an order of the House of Commons, dated 1st February, 1909, showing the total cost of the Royal Mint to 31st December, 1908; the total expenses of Royal Mint for the calendar year 1908, (*a*) for additions and improvements, (*b*) for maintenance, (*c*) for salaries, (*d*) for bullion copper, silver and gold, respectively; the amount of copper, silver and gold coinage that was struck during that time; and the net profit on each kind of coinage. Presented 31st March, 1909.—*Mr. Foster*.. .. .. ..*Not printed.*

72. Return to an order of the House of Commons, dated 25th January, 1909, showing, in detail, the items comprised in the amount $699,235.52, given as miscellaneous revenue for the month of December, 1908. Presented 12th February, 1909.—*Mr. Ames.* *Not printed.*

73. Return to an order of the House of Commons, dated 25th January, 1909, showing all free mail deliveries established or authorized since the 30th of June, 1908, in towns or villages; all free rural mail deliveries established or authorized since said date, the number of persons served by each such free mail delivery in the community or route for which it has been so established and the cost in each instance. Presented 12th February, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

73*a*. Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence and memoranda relating to rural mail delivery in the province of Alberta. Presented 17th May, 1909.—*Mr. McCarthy*.. .. ..*Not printed.*

74. General orders issued to the Militia between 28th November, 1907, to 31st January, 1909. Presented 15th February, 1909, by Sir Frederick Borden.. .. ..*Not printed.*

75. Return to an order of the House of Commons, dated 8th February, 1909, in detail showing what disposition has been made of the vote of $35,000 to cover the cost of boring for oil, gas, coal, &c., passed on 15th July, 1908, with a copy of all correspondence, reports, telegrams, memoranda, &c., connected with the matter, giving the district in which the wells were drilled, the cost and present condition of each well, and a copy of all contracts and tenders. Presented 15th February, 1909.—*Mr. Armstrong*..*Not printed.*

76. Return to an order of the House of Commons, dated 25th January, 1909, showing: 1. The number of accidents which occurred at level railway crossings in Canada during the period of five years prior to the 31st of March, 1908. 2. The time where and the places at which these accidents occurred. 3. The alleged cause of the accident in each case. 4. The number of persons killed in each case. 5. The number of persons injured and the nature of the injury in each case. 6. A statement in each case as to whether the crossing was protected or not, and if protected, by what means. Presented 16th February, 1909.—*Mr. Lennox*.. .. ..*Not printed.*

76*a*. Return to an order of the House of Commons, dated 10th February, 1909, showing since the constitution of the Railway Board, in how many cases they have ordered protection of highway-railway crossings, (*a*) by separation of the highway and railway, (*b*) by gates, (*c*) by other means, and the method adopted in each case; how the proceedings were initiated in each case; what order was made as to the expense of the work or service in each; at what points separation of highway and railway was ordered, and the actual or estimated cost in each case; in how many, and what cases applications were refused. Presented 4th March, 1909.—*Mr. Lennox*.. .. ..*Not printed.*

76*b*. Return to an address of the Senate, dated 25th February, 1909, for copies of all requests to the Board of Railway Commissioners by the Minister of Railways, under section 28 of the Railway Act, and also copies of all orders in council made within the last twelve months respecting level crossings by railways over public highways, the dates of making such requests or orders in council to be given. Presented 19th March, 1909.—*Hon. Mr. Ferguson*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

77. Return to an order of the House of Commons, dated 1st February, 1909, showing all importations of steel bars, steel ingot, rolled iron and steel, steel rails and structural steel, into the Dominion of Canada, by months, since the 31st day of March, 1908, and up to the 31st January, 1909, showing: (*a*) the quantity imported, (*b*) the country from which imported, (*c*) port of entry, (*d*) the value of the imports, and (*e*) the amount of duty paid thereupon. Presented 18th February, 1909.—*Mr. Boyce.*
Not printed.

78. Return to an order of the House of Commons, dated 8th February, 1909, showing the number of seizures made by the Department of Inland Revenue during the years 1904, 1905, 1906, 1907 and 1908; the date of seizures; by whom seized; what the seizures consisted of; amount realized by the sale of such material seized; and how the seized material was disposed of. Presented 18th February, 1909.—*Mr. Barr.. .. ..Not printed.*

78*a*. Return to an order of the House of Commons, dated 10th February, 1909, showing the number of seizures made by the Department of Customs during the years 1904, 1905, 1906, 1907 and 1908; the date of seizures; by whom seized; what the seizures consisted of; the party from whom seized; amount realized by the sale of such material seized; and how the seized material was disposed of. Presented 11th March, 1909.—*Mr. Barr.*
Not printed.

79. Return showing remissions of interest made under subsection 2 of section 88 of the Indian Act, chapter 81, Revised Statutes of Canada, for the year ended 31st March, 1908. Presented 18th February, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

80. Return to an order of the House of Commons, dated 3rd February, 1909, showing how many sessional clerks and messengers have been appointed to the House of Commons since 1880; their names and the date of their appointments; if appointed by the Internal Economy Commission or otherwise; how many sessional clerks and messengers have been removed from the House of Commons since 1880; their names and the dates of their removal; if removed by the Internal Economy Commission or otherwise. Presented 19th February, 1909.—*Mr. Paquet.. .. ..Not printed.*

81. Copy of an order in council of the 15th February, 1909, relative to the Second Joint Report of the Commission for the demarcation of the meridian of the 141st degree of west longitude (Alaska Boundary), appointed in virtue of the First Article of the Convention between Great Britain and the United States, signed at Washington on the 21st April, 1906; and also a copy of the said Report. Presented 22nd February, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

82. Return to an order of the House of Commons, dated 3rd February, 1909, showing what precautionary measures were taken by the government to combat the introduction of the foot and mouth disease into Canada from United States; what officials were appointed especially for the work, the dates of appointment, length of service, remuneration paid to each as salary or expenses; the present danger, and when the embargo on live stock from the United States was raised. Presented 22nd February, 1909.—*Mr. Sharpe (Ontario).. .. ..Not printed.*

82*a*. Return to an order of the House of Commons, dated 8th February, 1909, showing what States of the United States have been quarantined by order in council by reason of the prevalence of foot and mouth disease in such States; how many inspectors were appointed by the government to prevent the importation of live stock into Canada from quarantine States; at what points such inspectors were stationed; and what salaries these inspectors were paid. Presented 22nd February, 1909.—*Mr. Chisholm (Huron).. .. ..Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

83. Return to an order of the House of Commons, dated 10th February, 1909, showing the quantity of summer-caught white fish, and the value, the pickerel, quantity and value, the sturgeon, quantity and value, exported to the United States for each year, respectively, during the years from November 1893 to November, 1908, from the Manitoba ports. Presented 23rd February, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

84. Return to an order of the House of Commons, dated 8th February, 1909, showing, in detail, all moneys received by this government from the sale of land, forest, mines, fisheries and other natural resources of the province of Alberta for the last fiscal year. Presented 23rd February, 1909.—*Mr. McCarthy*.. .. ..*Not printed.*

85. Return to an order of the eHouse of Commons, dated 17th February, 1909, showing from whom the wood-working machinery was purchased for Intercolonial Railway shops at Moncton or elsewhere since 1st January, 1908, how much from each and the prices paid; from whom the iron-working machinery was purchased for the Intercolonial Railway shops at Moncton, or elsewhere, since 1st January, 1908, how much from each, and the prices paid, the dates, (*a*) of purchase, and (*b*) of delivery. Presented 23rd February, 1909.—*Mr. Clare*.. .. ..*Not printed.*

85*a*. Return to an order of the House of Commons, dated 22nd March, 1909, showing the claims of any person or persons in Nova Scotia against the government by reason of personal damages or losses of animals or damages to property on account of the Intercolonial Railway, settled or paid between 1st June and 31st December, 1908, together with the names and addresses of such persons, the nature of their claims, how settlement was effected, and on what date settlement was effected in each case. Presented 26th March, 1909.—*Mr. Rhodes*.. .. ..*Not printed.*

86. Return to an address of the House of Commons, dated 15th February, 1909, for a copy of all orders in council, regulations, reports, correspondence, documents, and papers under, relating to or touching the several treaties of 11th April, 1908, between His Majesty and the United States of America, relating to or touching any action, proceeding, appointment, reports or other matter made, had or undertaken under or pursuant to the said treaties or either of them. Presented 25th February, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

87. Return to an order of the House of Commons, dated 26th February, 1909, for copy of a report of Thomas Costello, special officer of customs, on the subject of the Woollen Industry in Great Britain. Presented 26th February, 1909.—*Mr. Paterson.*
Printed for both distribution and sessional papers.

88. Copy of special agreement for the submission of question relating to Fisheries on the North Atlantic Coast under the general treaty of Arbitration concluded between the United States and Great Britain on the 4th day of April, 1908. Presented 26th February, 1909, by Hon. A. B. Aylesworth.. .. ..*Not printed.*

89. Return to an order of the House of Commons, dated 22nd February, 1909, showing how many heads of stock there are on the respective experimental farms and what they consist of; the estimated value of the different kinds, and for what purposes they are utilized; how many acres there are in each experimental farm; how many acres there are under cultivation on each farm. Presented 26th February, 1909.—*Mr. Staples*.. .. ..*Not printed.*

90. Declaration of Principles, North American Conservation Conference. Presented 26th February, 1909, by Hon. S. A. Fisher..*Printed for both distribution and sessional papers.*

91. Statement of insurance paid on the St. Lawrence route on merchandise, provisions and grain, from 1900 to 1907, both years inclusive. Presented (Senate) 28th January, 1909, by Hon.. Sir Richard Cartwright.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

92. Statement of the affairs of the British Canadian Loan and Investment Company (Limited), for the year ended the 31st of December, 1908, also a list of the shareholders for the same year, in compliance with the Loan Corporation Act. Presented (Senate) 25th February, 1909, by the Hon. the Speaker.. .. ..*Not printed.*

93. Copy of the Progress Report, Hudson Bay Railway Surveys, 1st February, 1909. Presented 4th March, 1909.—*Hon. G. P. Graham*.. .. ..*Not printed.*

93*a*. Return to an order of the House of Commons, dated 8th February, 1909, showing all surveys made to date in the prosecution of the proposed Hudson Bay Railway. Presented 8th March, 1909.—*Mr. Meighen*.. .. ..*Not printed.*

94. Return to an order of the House of Commons, dated 26th January, 1909, of all correspondence, papers and reports of engineers or others, relating to the authorization and construction of a canal from Lake Simcoe to Newmarket, including all contracts entered into, the amount of money so far paid, and the estimated cost of the completed work, with plans showing the capacity of the canal, and for all statements and estimates of the commercial reasons for the work. Presented 4th March, 1909.—*Mr. Foster*.. .. ..*Not printed.*

94*a*. Return to an order of the House of Commons, dated 22nd March, 1909, showing: 1. Who were employed to value the land of the right of way of the canal from Holland River to Newmarket, and what other duties than valuation of lands these parties were entrusted with. 2. The remuneration of each of these valuators. 3. How long they were employed, and upon what terms. 4. (*a*) What properties they valued, (*b*) at what amount or rate in each case, (*c*) the acreage of each property, (*d*) in how many cases, by names, the valuations were accepted by the owners, (*e*) in how many cases, by names, the valuations were finally rejected by the owners, (*f*) in what cases expropriation proceedings were resorted to, and (*g*) the result as compared with valuators' figures. 5. What titles to all properties have been required. Presented 31st March, 1909.—*Mr. Lennox*.. .. ..*Not printed.*

95. Return to an order of the House of Commons, dated 8th February, 1909, for a copy of all lists of voters as prepared by the enumerators and completed by the deputy returning officers for the several polling subdivisions in the electoral riding of Calgary, in the province of Alberta, and used in the recent general election for the House of Commons. Presented 4th March, 1909.—*Mr. McCarthy*.. .. ..*Not printed.*

95*a*. Return to an order of the House of Commons, dated 8th February, 1909, showing the names of the deputy returning officer, poll clerk, scrutineer or agent, or any other officer who acted, respectively, as such in the several polling subdivisions in the electoral district of Calgary in the recent general election for the House of Commons. Presented 4th March, 1909.—*Mr. McCarthy* .. ..*Not printed.*

95*b*. Return to an order of the House of Commons, dated 15th March, 1909, showing, in respect of the election for the House of Commons, held in the county of Montcalm, on the 26th of October, 1908, and in respect of each polling subdivision (*a*) the number of votes polled for each candidate; (*b*) the total number of valid votes polled; (*c*) the number of rejected ballots; (*d*) the number of spoiled ballots; (*e*) the number of voters on the revised voters' list; (*f*) the number of ballot papers in possession of the deputy returning officer at the hour of the opening of the poll; (*g*) the number of ballot papers remaining unused in the hands of the deputy returning officer at close of the pool; (*h*) the name and the address of the returning officer and names and addresses of each of his deputies and poll clerks; (*i*) all correspondence between the government, or any officer thereof, and the returning officer, or any deputy returning officer or poll clerk or, any candidate in respect of said election. Presented 22nd March, 1909.—*Mr. Ames*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

95c. Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all lists of voters as prepared by the enumerators and completed by the deputy returning officers for the several polling subdivisions in the electoral riding of Qu'Appelle, and used in the recent general election for the House of Commons; also for a return showing the boundaries of the said polling subdivisions, and the names of the enumerators, deputy returning officers, poll clerks, candidates' agents or scrutineers who acted for each poll. Presented 22nd March, 1909.—*Mr. Lake..Not printed.*

96. Return to an order of the House of Commons, dated 11th February, 1909, for a copy of a report made by Charles Olin to the Department of the Interior, of his visit to Sweden for that department in 1907-8, and of all correspondence leading up to his appointment to make such trip, and in any way relating thereto. Presented 4th March, 1909.—*Mr. Goodeve.. .. ..Not printed.*

97. Return to an order of the House of Commons, dated 8th February, 1909, for a copy of all applications that have been received for the transfer of villa lots in section 14, township 24, range 1, west of the fifth meridian, and all correspondence in connection therewith since the 10th day of June, 1908. Presented 4th March, 1909.—*Mr. McCarthy. Not printed.*

98. Return to an order of the House of Commons, dated 1st March, 1909, showing the average number of men employed in every capacity in the working, maintenance and repairs of the Carillon and Grenville Canals during each of the following months: July and August, 1906 and 1908, September and October, 1907 and 1908; and the total outlay for wages and salaries; also, the total expenditure of every kind in connection with the said canal during each of these months. Presented 4th March, 1909.—*Mr. Perley.. .. ..Not printed.*

99. Return to an address of the House of Commons, dated 22nd February, 1909, for a copy of orders in council, correspondence, letters, despatches, memoranda and communications, between the Imperial and Canadian governments relating to the organization of a Imperial General Staff. Presented 5th March, 1909.—*Mr. Talbot.*
Printed for both distribution and sessional papers.

100. Return to an order of the House of Commons, dated 1st February, 1909, for a copy of all correspondence between the Surveyor General's Department or Department of Indian Affairs and the late Mr. Vaughan, D.L.S., covering his instructions to survey the parish of St. Peters, St. Clements and St. Peters Indian Reserve; together with Mr. Vaughan's correspondence, &c.; of all correspondence between the Department of the Interior and Mr. H. M. Howell, Commissioner to investigate Indian claims on said reserve; of the report of Mr. Rothwell, Law Clerk of the Department of the Interior, on the said St. Peters land claim; of the itemized account of Frederick Heap, of the services rendered during the investigation, and instruction to him from the Department of the Interior and Indian Affairs. Presented 5th March, 1909.—*Mr. Bradbury. Not printed.*

100a. Return to an order of the House of Commons, dated 22nd February, 1909, for a copy of the treaty arranged between St. Peters Indians and the government; and of all correspondence, papers, instructions, and documents relating to the aforesaid treaty. Presented 11th March, 1909.—*Mr. Bradbury.. .. ..Not printed.*

100b. Return to an order of the House of Commons, dated 17th February, 1909, showing the number and names of all parties who were entitled to receive patents, and did receive patents, under the treaty made by Mr. H. M. Howell for the surrender of St. Peters Reserve, Manitoba. Presented 12th March, 1909—*Mr. Bradbury.. .. .. ..Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

100*c*. Supplementary Return to No. 100. Presented 5th April, 1909.. .. ..*Not printed.*

100*d*. Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all papers, letters and correspondence relating to, and an itemized statement of, the account of Mr. H. M. Howell in regard to the surrender of St. Peters Reserve. Presented 27th April, 1909.—*Mr. Smyth*.. .. ..*Not printed.*

100*e*. Supplementary Return to No. 100. Presented 19th May, 1909.. .. ..*Not printed.*

101. Supplementary Convention respecting the commercial relations between France and Canada, entered into at Paris on the 23rd day of January 1909, between His Majesty and the President of the French Republic. Presented 8th March, 1909, by Hon. W. S. Fielding.. .. .. *Printed for both distribution and sessional papers.*

102. Correspondence relating to Supplementary Convention respecting commercial relations between Canada and France. Presented 10th March, 1909, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*

103. Return to an order of the House of Commons, dated 22nd February, 1909, for a copy of all evidence, reports, correspondence, writings, papers and documents in possession or control of the Department of Inland Revenue, including all correspondence and written statements between the department or its officials or agents, and the government of Manitoba, or the Attorney General or other officials or agents of that province, in reference to the quality of coal oil sold in Manitoba, and accidents caused by coal oil there during the year 1908, and connected with recent investigations into the cause of these disasters. Presented 8th March, 1909.—*Mr. Schaffner*.. .. ..*Not printed.*

104. Copies of cablegrams between His Excellency the Governor General and the Honourable the Secretary of State for the Colonies respecting the International Boundary Waters Treaty. Presented 8th March, 1909, by Sir Wilfrid Laurier.. .. ..*Not printed.*

104*a*. International Boundary Waters Treaty, signed at Washington, 11th January, 1909, (2) Rider attached by United States Senate. Presented 15th March, 1909, by Hon. W. S. Fielding.. .. ..*Not printed.*

105. Return to an order of the House of Commons, dated 16th January, 1909, showing the number and amount of temporary loans made by the government since 1st July, 1906, the bank or corporation with which each was made, the conditions and cost of the same. Presented 9th March, 1909.—*Mr. Foster*... .. ..*Not printed.*

105*a*. Return to an order of the House of Commons, dated 26th January, 1909, showing the amount and conditions of each permanent loan made by the government since 1st July, 1896, the bank or corporation through which it was made, the cost of each, in (*a*) brokerage and commission, (*b*) stamps, &c., (*c*) legal or other services, and (*d*) discounts, the net result of each loan and per cent of interest upon the same. Presented 24th March, 1909.—*Mr. Foster*.. .. ..*Not printed.*

105*b*. Supplementary Return to No. 105*a*. Presented 31st March, 1909.. .. .. ..*Not printed.*

105*c*. Return to an order of the House of Commons, dated 8th March, 1909, showing what expenses under the following heads: (*a*) bank commission, (*b*) underwriting charges, (*c*) brokerage, and (*d*) advertising, were incurred by the government on each of the following loans, and to whom the several amounts were paid, viz:—

	£ s. d.
1874 loan extended to 1911, 4 per cent..	1,753,830 4 10
1875-8 Public Works guaranteed loan, 4 per cent..	3,200.000 0 0
Loan of 1884, 3½ per cent..	5,000,000 0 0

CONTENTS OF VOLUME 17—*Continued.*

Canada reduced 1885, 4 per cent..	6,443,136 2 9
Loan of 1885, 4 per cent..	4,000,000 0 0
C. P. R. land grant 1888, 3½ per cent..	3,093,700 0 0
4 per cent loan of 1908-12, 4 per cent..	1,379,600 0 0
3½ per cent loan 1908, (February issue) 3½ per cent..	3,000,000 0 0
3¾ per cent loan 1908, 3¾ per cent..	5,000,000 0 0
3½ per cent loan 1908 (October issue) 3½ per cent..	5,000,000 0 0
3¾ per cent loan 1909, 3¾ per cent..	6,000,000 0 0
Payable in Canada—	
Reduced loan of 1883, extended 3½ per cent..	$1,425,800 00
Dominion stock issue—	
A reduced in 1897, 3½ per cent..	58,899.67
B reduced in 1897, 3½ per cent..	325,900 00
C reduced in 1897, 3½ per cent..	49,066 34
E extended for 10 years, from 1st July, 1906, 3½ per cent..	2,500,000 00
Dominion stock issue 1891, 3½ per cent..	404,202 00

$5,000,000 for one month; Bank of Montreal, Ottawa; 2nd March, 1909; 4 per cent. Presented 6th April, 1909.—*Mr. Sharpe (Ontario).. .. ..Not printed.*

105*d*. Return to an order of the House of Commons, dated 26th January, 1909, showing, in respect of the sinking fund in connection with each outstanding loan forming on 31st March, 1908, part of the funded public debt: (*a*) term of loan, (*b*) the sinking fund rate, (*c*) the amount that has been each year set aside, including earnings of interest reinvested, (*d*) the aggregate amount to credit of sinking fund of that particular loan on 31st March, 1908, (*e*) the aggregate amount which may be reasonably expected to stand to credit of sinking fund on date when loan shall fall due, and if extended at the end of final period, (*f*) percentage which accrued sinking fund and its earnings will bear to the nominal amount of loan on date of expiry. Presented 6th April, 1909.—*Mr. Ames.. .. ..Not printed.*

105*e*. Supplementary Return No. 105c. Presented 19th April, 1909.. .. ..*Not printed.*

105*f*. Return to an address of the House of Commons, dated 8th February, 1909, for a copy of all orders in council, correspondence and papers, including prospectuses, in relation to the loans negotiated by the Minister of Finance from the 1st January, 1907, to date. Presented 19th April 1909.—*Mr. Foster.. .. ..Not printed.*

105*g*. Return to an order of the House of Commons, dated 26th January, 1909, showing, in detail, the contingent or nominal liabilities of the Dominion government on the 1st of January, 1909; that is to say, a statement of all amounts which might under existing legislation become exigible, such as earnable railway subsidies, government guaranteed loans, deficiencies which might require to be made good, &c. (See also 109*a*.) Presented 19th April, 1909.—*Mr. Ames.. .. ..Not printed.*

106. Return to an order of the House of Commons, dated 22nd February, 1909: 1. Showing the approximate area of coal and timber lands, respectively, in each of the provinces of Saskatchewan and Alberta (*a*) owned by private individuals or companies, (*b*) leased by the government to private individuals or companies; and the approximate area in each province on which mining or lumbering operations are actually being carried on. 2. The approximate amount of revenue collected by the government between 1st January, 1906, and the 31st December, 1908, on account of (*a*) payments for coal lands; (*b*) coal royalties; (*c*) bonuses and rentals on timber lands; (*d*) timber dues; (*e*) hay lands; (*f*) grazing lands, and (*g*) irrigation areas within each of the above provinces. Presented 11th March, 1909.—*Mr. Lake.. .. ..Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

106*a*. Return to an order of the House of Commons, dated 22nd February, 1906, showing how many acres have already been taken up in Manitoba, Saskatchewan and Alberta, respectively, by homestead and pre-emption, by railway lands, by Hudson Bay lands; by other corporations or persons; by waste, swamps or mountainous land unfit for tilling; by lake areas, including Winnipeg, Winnipegosis, Manitoba, Big Quill, Birch and Beaver; and the area in square miles of each province above named. Presented 11th March, 1909.—*Mr. Hughes*.. .. ..*Not printed.*

106*b*. Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all applications, advertisements, tenders, leases, correspondence and papers of every description, with respect to timber berths Nos. 1316, 1317, 1318, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1360, 1361, 1362, 1363, 1364 and 1365. Presented 30th March, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

106*c*. Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence, communications in writing and documents, to the Minister of the Interior, or any official of the department, and the replies or communications from the minister or any official of the department, since 11th January, 1905, relating to the transfer of certain swamp lands in the Big Grass Marsh, in the province of Manitoba, to His Majesty King Edward VII., for the purposes of the province of Manitoba. Presented 30th March, 1909.—*Mr. Molloy*.. .. ..*Not printed.*

106*d*. Supplementary Return to an order of the House of Commons, dated 3rd March, 1909, showing with respect to leases granted since 30th June, 1896, for timber on Dominion lands in British Columbia, the names and addresses of lessees, the date, term and acreage of each lease, and the bonus received for the same. Presented 5th April, 1909. —*Mr. Taylor (New Westminster)*.. .. ..*Not printed.*

106*e*. Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all correspondence, reports, papers, and communications in the possession of the Dominion Lands Office at Prince Albert and the Department of the Interior at Ottawa, in connection with the application for patent for the N.E. ¼ section 10, township 47, range 1, west 3rd meridian of A. A. Strachan, and the performance of his homestead duties. Presented 16th April, 1909.—*Mr. Lake*.. .. ..*Not printed.*

107. Return to an order of the House of Commons, dated 1st February, 1909, showing the total amount received by the Winnipeg *Free Press* from all the departments of the government from 1st July, 1896, to 1st January, 1909, specifying amount each year. Presented 11th March, 1909.—*Mr. Herron*.. .. ..*Not printed.*

107*a*. Supplementary Return to No. 107. Presented 26th March, 1909.. .. .. ..*Not printed.*

108. Return to an order to the House of Commons, dated 26th January, 1909, showing approximately the total amount of available cash on deposit to the credit of the government on the last day of each month during the period between the 1st of April, 1907, and the 31st December, 1908. Presented 11th March, 1909.—*Mr. Ames*.. ..*Not printed.*

109. Return to an order of the House of Commons, dated 26th January, 1909, showing to date the statement found on page 15 of the Budget Speech of 1898. Presented 11th March, 1909.—*Mr. Ames*.. .. ..*Not printed.*

109*a*. Return to an order of the House of Commons, dated 26th January, 1909, showing, in detail, the contingent or nominal liabilities of the Dominion government on the 1st January, 1909; that is to say, a statement of all amounts which might under existing legislation become exigible, such as earnable railway subsidies, government guaranteed loans, deficiencies, which might require to be made good, &c. (Supplementary to No. 105*g*.) Presented 11th March, 1909.—*Mr. Ames*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

110. Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence passing between the Department of Justice and the officers of New Westminster Penitentiary or other persons whatsoever, relating to the visit or proposed visit of detectives to Bill Miner during his incarceration in said penitentiary; also of the report of the Inspector of Penitentiaries after investigating the circumstances connected with Miner's escape, and of the evidence on which such report is based; also a copy of telegram sent from the said penitentiary to the department or its officers respecting Miner's escape, and of such telegrams as received and of telegrams sent and received in answer within two weeks from such escape. Presented 12th March, 1909.—*Mr. Taylor (New Westminster)*.. .. ..*Not printed*..

111. Return to an order of the House of Commons, dated 17th February, 1909, showing what amounts the government has paid property owners for damages caused by the holding up of water in the Otonabee River, between Hastings and Peterboro', and the names of the parties receiving settlements. Presented 15th March, 1909.—*Mr. Sexsmith.*

Not printed.

111*a*. Return to an order of the House of Commons, dated 17th February, 1909, showing what amounts the government has paid property owners in or around Stony Lake for damages caused by the rising of water, and who they were. Presented 15th March, 1909.—*Mr. Sexsmith*.. .. ..*Not printed.*

111*b*. Return to an order of the House of Commons, dated 8th February, 1909, showing what measures, if any, have been taken by the government to lower the waters of Lakes Simcoe and Couchiching; what moneys, if any, have been expended for this purpose, the date of expenditure, and persons superintending the same; the future intention of the government in this direction, for the purpose of reclaiming thousands of acres of first-class arable land. Presented 25th March, 1909.—*Mr. Sharpe (Ontario).*

Not printed.

112. Return to an order of the House of Commons, dated 3rd March, 1909, for the production of the original tenders received in reponse to advertisement calling for tenders for the erection of the building at Kingston R. M. C., intended for barracks accommodation, for stables; and also for a Return showing the advertisement and the papers in which inserted; said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of Public Works after inspection. Presented 15th March, 1909.—*Mr. Edwards*.. .. ..*Not printed.*

112*a*. Return to an order of the House of Commons, dated 3rd March, 1909, for the production of the original tenders received in response to advertisement calling for tenders for the erection of the Veterinary Hospital at Kingston, and also for a return showing the advertisement and the papers in which inserted, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of Public Works after inspection. Presented 24th March, 1909.—*Mr. Edwards*.. .. ..*Not printed.*

113. Return to an order of the House of Commons, dated 22nd February, 1909, for a copy of all papers, letters, telegrams and communications, with reference to the complaint against and conviction and fine of F. Macdonald Jacobs, of Caughnawaga Reserve, for cutting cordwood upon territory occupied by him on the reserve, and to have refund of dues or fine. Presented 15th March, 1909.—*Mr. Boyce*.. .. .. ..*Not printed.*

114. Return to an address of the House of Commons, dated 17th February, 1909, for a copy of all correspondence, letters, despatches, memoranda, &c., between the Imperial government, or any member thereof, and the Governor General, government or any member thereof, relating to or bearing upon the question of Canada contributing to the support of the British fleet, or purchasing ships of her own, or assisting in any way in maintaining with the mother country the supremacy of the seas. Presented 17th March, 1909.—*Mr. Worthington*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

115. Return to an order of the House of Commons, dated 22nd February, 1909, for a copy of all reports, memorials, documents and correspondence in possession of the government with regard to the superannuation and to making provision for the superannuation of officers and members of the crew of the winter or ice-breaking steamers owned or in the employ of the government. Presented 17th March, 1909.—*Mr. Warburton.*
Not printed.

116. Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence between J. H. Davis and the Department of Marine and Fisheries referring to the fisheries of Manitoba; and of all petitions and correspondence from the Fisherman's Union, Gimli, Manitoba, to and with the said department. Presented 17th March, 1909.—*Mr. Bradbury.. .. ..Not printed.*

116*a*. Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence or petitions received from F. W. Colclaugh, while he was inspector of fisheries for Manitoba, referring to the operations of commercial companies and others. Presented 29th March, 1909.—*Mr. Bradbury.. .. ..Not printed.*

117. Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all reports, correspondence, statements, receipts, vouchers and documents of every description with respect to the granting and payment of the railway subsidy authorized under 6-7 Edward VII., chapter, 40, section 1, subsection 16. Presented 17th March, 1909.—*Mr. Ames.. .. ..Not printed.*

118. Return to an address of the House of Commons, dated 1st March, 1909, for a copy of all correspondence, documents and papers relating to the construction, or proposed construction, of a line of railway from a point at or near Caledonia to Liverpool, not exceeding 29 miles, referred to in the Acts of 1903, chapter 57, section 23*d*, and all orders in council, reports, contracts, agreements and other papers, relating to the same matters. Presented 18th March, 1909.—*Mr. Borden (Halifax).. .. .. ..Not printed.*

119. Return to an address of the Senate dated 3rd March, 1909, calling for a statement showing the imports of oxide of aluminum for the years 1903, 1904, 1905, 1906, 1907, 1908, with value. Also a statement showing the exports of aluminum for the same years, with values. Presented 10th March, 1909.—*Hon. Mr. Domville.. ..Not printed.*

120. Return to an order of the House of Commons, dated 1st February, 1909, showing the number of applications made to the Board of Railway Commissioners for the privilege of crossing railway tracks with telephone and telegraph wires and with water mains, each, over the said period from 1st February, 1904, to the 1st January, 1908; the total number of applications granted over said period; the total number of applications refused; the date of each application; the date each application was granted; the length of time from the application to the granting of same; and what time should elapsed before the board should give its decision. Presented 23rd March, 1909.—*Mr. Barr.. .. ..Not printed.*

121. Return to an order of the House of Commons, dated 17th February, 1909, giving detailed items of the sum of $10,646.93, being revenue received from Kingston Penitentiary, other than from sale of twine, as shown on page L—36 of the Auditor General's Report, and stating what proportion of such revenue was derived from sales to officers of the penitentiary, with the names of such officers, and the amounts and nature of the goods purchased by them. Presented 23rd March, 1909.—*Mr. Barnard....Not printed.*

122. Return to an order of the House of Commons, dated 1st March, 1909, for a copy of all papers and correspondence between the government and the government of British Columbia with reference to the reduction of Indian Reserves in that province, proportionately to the decrease of Indian population as provided for by order in council. Presented 23rd March, 1909.—*Mr. Barnard.. .. ..Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

123. Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence, reports and papers of every description treating of or in connection with the application of or grant to Francis Percival Aylwin, of the city of Ottawa, of a tract of land in the province of Alberta for irrigation purposes. Presented 23rd March, 1909.—*Mr. Magrath*.. .. ..*Not printed.*

124. Return to an order of the House of Commons, dated 3rd March, 1909, showing the amounts on deposit in the Government Savings Department on 1st October, 1889, 1st October, 1896, and 1st October, 1897 and 1898; how many officials were employed in connection with the management of this fund in the years 1888, 1890, 1898, 1900 and 1908; the cost of the management of this fund in the years 1888, 1890, 1898, 1900 and 1908. Presented 23rd March, 1909.—*Mr. Sharpe (Ontario)*.. .. ..*Not printed.*

124*a*. Supplementary Return to No. 124. Presented 5th April, 1909.. .. .. ..*Not printed.*

125. Return to an order of the House of Commons, dated 1st February, 1909, showing what operations, including all expenditures, were carried on last year under the fishing leases granted to F. H. Markey, of Montreal, for Great Slave Lake, Nelson and other rivers; J. K. McKenzie, of Selkirk, for Lesser Slave Lake and Arthabaska Lakes; Archibald McNee, for parts of James Bay; Coffey and Merritt, Cedar Lake; The Capital City Packing Company (Limited) and the William Hickey Company (Limited). Presented 24th March, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

126. Return to an order of the House of Commons, dated 26th January, 1909, showing the names and places of registry of the several American fishing vessels seized by the Dominion fishery cruisers for illegal fishing in Canadian waters since 1900, and of the courts in which action for penalties or forfeitures were instituted, the mode of service of the writs or other process on such foreign fishing vessels, and in what court tried; and a statement of the fines imposed, or proceeds of sale realized, and how such fines or proceeds of forfeiture were appropriated; also a copy of the judgment of the High Court of Justice for Ontario in the case of Rex vs. American Gasoline Fishing Boat. Presented 24th March, 1909.—*Mr. Macdonell*.. .. ..*Not printed.*

127. Return to an address of the House of Commons, dated 1st February, 1909, for a copy of all orders in council, reports, correspondence, deeds, conveyances, regulations, conditions and other documents relating to (*a*) the grant or conveyance to the Grand Trunk Railway Company of Canada of a portion of Major Hill Park, so-called, for the site of an hotel, or touching the use or purpose for which the said conveyance was made or proposed; (*b*) the grant or conveyance to the said company or to the Ottawa Railway Terminal Company or to any other person or corporation of any lands in or adjoining the city of Ottawa for the purpose of or in connection with the building of a station at Ottawa or for other railway purposes. Presented 24th March, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

128. Return to an order of the House of Commons, dated 3rd March, 1909, showing how many post offices have been transferred in the province of Manitoba since 1st November, 1908; who the former postmasters were, and who the present postmasters are, with the names of offices; and the reasons assigned for the transfers. Presented 24th March, 1909.—*Mr. Roche*.. .. ..*Not printed.*

128*a*. Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all applications, correspondence, reports, documents and papers relating to the establishment and service of a post office at Hand Hills, Alberta. Presented 13th April, 1909.—*Mr. Magrath*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

128*b*. Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence, petitions and reports addressed to the government, or Post Office Department, and all correspondence and orders consequent thereon, relating to the change of the name of the post office of Weymouth North, and of the post office of Weymouth Bridge to Weymouth. Presented 19th April, 1909.—*Mr. Jameson.*
Not printed.

129. Return to an order of the House of Commons, dated 8th March, 1909, showing the names and addresses of the several immigration agents in Canada whose duty it is to locate or settle immigrants upon their arrival in Canada, what salary or remuneration has been paid to each such agent for the fiscal year 1908 and up to the 1st February, 1909, and on what basis they are paid. Presented 25th March, 1909.—*Mr. Macdonell.*
Not printed.

129*a*. Return to an order of the House of Commons, dated 8th March, 1909, showing the names and addresses of the several inspectors of immigrants employed by the government; what salary or remuneration has been paid to each such inspector during the fiscal year 1908 and up to the 1st February, 1909; and on what basis they are paid. Presented 25th March, 1909.—*Mr. Herron*.. .. ..*Not printed.*

129*b*. Return to an order of the House of Commons, dated 10th February, 1909, for a copy of all correspondence, reports and documents between the Department of the Interior and the immigration agents in the United States; and between the Department of the Interior and the colonization societies since the 1st of January, 1908. Presented 30th March, 1909.—*Mr. Paquet*.. .. ..*Not printed.*

130. Return to an order of the House of Commons, dated 15th March, 1909, showing the amounts paid during the years 1903-4, 1905-6 and 1907-8 by the following Departments: (*a*) Marine and Fisheries, (*b*) Railways and Canals, (*c*) Customs, (*d*) Post Office, (*e*) Militia and Defence, and (*f*) Public Works, to the following persons, firms and companies, viz.—The Wilson Gas Buoys Company, the Canadian Fog Signal Company, James Murphy, William R. Blakiston, James Holliday, Allison Davie, J. B. Coté, Adolph Huot, Joseph Samson, Samson & Philion, E. Pelletier, Napoleon Mercier, Severin Martel, Michel Thibodeau, Edmond Belanger & Co., Marie & Themblay, Terreau & Racine, Rock City Tobacco Company, J. N. Martineau, George Marchand, Jean Drolet, Elie Amyot, Charles A. Parent, A. N. Melvin, W. G. Robertson, Wm. Robertson & Co., Howell & Co., St. John Iron Works, Charles McDonald, John A. Moore, Wm. J. Vroom, John A. McAvity Bros., George McAvity, Patrick J. Mooney, Polson Bros. or Polson Iron Works, Merwin & Company, F. L. Brooks & Company, F. S. Brooks, Safety Company, Submarine Company, Wm. J. Allen and Mr. Willard. Presented 25th March, 1909.—*Mr. Sharpe (Ontario)*.. .. .. *Not printed.*

131. Return to an order of the House of Commons, dated 25th January, 1909, showing in relation to each dog-fish reduction plant or establishment for the reduction of dog-fish erected by or for the government or maintained in whole or in part by the government (*a*) the cost of construction, (*b*) the cost of maintenance for each year, (*c*) the location, (*d*) the quantity of dog-fish treated thereat in each year, and (*e*) the amount realized from the sale or disposal thereof in each year. Presented 25th March, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

132. Return to an order of the House of Commons, dated 17th February, 1909, showing the amount of money paid by the government, including all branches of the service, from 1st January, 1897, to 1st January, 1909, to the Logberg Printing Company, Winnipeg. Presented 26th March, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

132*a*. Supplementary Return to No. 132. Presented 6th April, 1909.. . . ..*Not printed.*

133. Return to an order of the House of Commons, dated 22nd March, 1909, showing the amount of produce of the following lines shipped to Great Britain or other countries in cold storage, or cooled air chambers, during the years 1907 and 1908:—Apples, in barrels or other packages, pears, plums, tomatoes, fresh meat, in pounds, fowl, fish, butter, eggs and cheese; to what country or countries they were shipped, and their condition on landing; the system of cold storage principally in use on the steamships carrying such produce. Presented 26th March, 1909.—*Mr. Sproule*.. .. ..*Not printed.*

134. Return to an address of the House of Commons, dated 10th February, 1909, for a copy of all correspondence, telegrams, papers, reports and valuations of officers or experts, and orders in council, in connection with the purchase, removal and repairing of the dredge *Industry* and parts thereof, including scow, boilers and parts. Presented 29th March, 1909.—*Mr. Foster*.. .. ..*Not printed.*

135. Copy of a letter sent to all officers of the Department of Public Works charged with the purchase of materials and supplies, and the certifying of accounts for same, under the different branches of the chief architect, the chief engineer and the superintendent of telegraphs. Presented 31st March, 1909, by Hon. W. Pugsley.. .. .. ..*Not printed.*

136. Return to an order of the House of Commons, dated 8th February, 1909, showing the Ross Rifles, Mark I. and Mark II., or any other description of Ross Rifle, used by the Canadian rifle team at Bisley last year in the regular team competitions; what Ross rifles of any description were used in the Bisley competitions, regular or extra series matches, by any member of the Canadian team, or any Canadian marksman engaging in such matches; with the name of the individual, and if in the employ of the Ross Rifle Company; the description of the rifle, and in what way it differs from the Ross Rifle, Mark I. and Mark II., both as to length of barrel and such expert accessories as wind gauges, sights, globe or ring, spirit levels, &c., if a target rifle or a service rifle, and if to be adopted by the government for the militia; and where the rifle was manufactured in toto. Presented 1st April, 1909.—*Mr. Worthington*.. .. ..*Not printed.*

137. Return to an address of the House of Commons, dated 10th February, 1909, for a copy of all correspondence, papers, reports, estimates, orders in council, &c., in connection with the surveys of and boring in, and called for tenders for dredging or excavation in the St. John Harbour and Courtney Bay, or either of them, during the year 1908; a copy of the advertisements, names of the papers in which they were inserted, the tenders received and dates, the names of the tenderers and the amount of each tender; which tender, if any, was accepted, the deposit required, and in which bank it was deposited. Presented 6th April, 1909.—*Mr. Daniel*.. .. ..*Not printed.*

137*a*. Return to an address of the House of Commons, dated 10th February, 1909, for a copy of all correspondence, papers, orders in council, advertisements, tenders, contracts, &c., in connection with dredging in the harbour of St. John, New Brunswick, covering the area dredged by Gershen B. Mayes, the Dominion Dredge Company, John Moore, or other parties, during the years 1904, 1905, 1906, 1907 and 1908; the quantities dug under each contract, the amounts paid to each contractor, the date of each payment, and to whom. Presented 11th May, 1909.—*Mr. Daniel*.. .. ..*Not printed.*

138. Return to an order of the House of Commons, dated 1st February, 1909, showing: 1. The total amount expended on public works by this government in the riding of Bonaventure prior to the general elections of 1900. 2. The total amount expended by the government in this riding, (*a*) on public works, and (*b*) in aid of the railways and other undertakings since said general election, and the estimated additional amount

CONTENTS OF VOLUME 17—*Continued.*

required, (*a*) to complete these public works, and (*b*) to meet the subsidies or grants in aid of railways or other undertakings. 3. The various public works undertaken by the Government in this riding between the general election of 1896 and the general election of 1900, the dates when the several works were undertaken, whether they were let by public advertisement, tender, and contract, or how otherwise, and the sums of money, stated separately, expended upon these works prior to the election of 1900. 4. Which of these several works were completed and which of them remained uncompleted at the date of the election in 1900. 5. The sums of money, stated separately, expended in or towards completing these works since the said election of 1900, and the dates of expenditure. 6. The various public works undertaken and carried on by the Government since the general election of 1900, the dates when the several works were inaugurated or commenced, the sums of money, stated separately, expended upon these works, and the estimated amount required to complete such of these works as have not been completed; and showing whether these works were done by tender or contract, or how otherwise. 7. The moneys granted by the Government by way of subsidy aid to railways or other undertakings in said riding since the general election of 1900, the sums of money paid under these grants and the estimated amount required to meet future payments. 8. The public works commenced and the money obligations incurred and moneys expended for public works within said riding of Bonaventure during the month of October last. Presented 13th April, 1909.—*Mr. Lennox.. .. .. ..Not printed.*

139. Return to an order of the House of Commons, dated 1st March, 1909, showing the names and addresses of all half-breeds living in the United States who have been allotted scrip since January, 1902, and to whom said scrip was sent or delivered. Presented 13th April, 1909.—*Mr. Bradbury.. .. ..Not printed.*

140. Return to an address of the House of Commons, dated 1st March, 1909, for a copy of all correspondence, orders in council, papers and other documents relating to the disallowance, or application therefor, of an Act of the Legislature of the province of Ontario, intituled: 'An Act respecting Cobalt Lake and Kerr Lake,' being chapter 15 of the Statutes of 1907. Presented 13th April, 1909.—*Mr. Clarke (Essex)..Not printed.*

141. Return to an order of the House of Commons, dated 15th February, 1909, showing: 1. The total mileage of railways authorized to be constructed under charters granted by the Dominion Parliament, between the period from 1888 to 1908, inclusive, exclusive of the Grand Trunk Railway Company, the Canadian Pacific Railway Company, the Canadian Northern Railway Company, and the Grand Trunk Pacific Railway Company. 2. Exclusive of the above named companies, the number of miles actually constructed under said charters. 3. The number of said companies so incorporated. 4. The number of those that have actually constructed any portion of the railway so authorized. 5. The number of said charters which have lapsed. 6. The number granted an extension of time for construction. 7. The number granted two such extensions. 8. The number granted three such extensions or more. Presented 19th April, 1909.—*Mr. Middlebro.. .. ..

CONTENTS OF VOLUME 17—*Continued.*

142. Return to an order of the House of Commons, dated 1st March, 1909, showing: 1. At what work the Translation Branch of the House of Commons is employed. 2. The number of permanent translators in this branch. 3. The total amount of salaries paid to these translators. 4. The documents, reports and other matters which have been translated in this branch in the last twelve months, not including the pages already translated in the preceding year and repeated for the purpose of the report, nor the tables already made and translated and repeated for the purpose of completing these reports and documents, which have been most recently translated. 5. The total number of pages translated by the permanent translators. 6. The total number of persons, outside of the Translation Branch, to whom has been given translation work. 7. How much this outside work has cost, and how many pages have been translated in this way. 8. What Blue-books, if any, and other matters, excepting *Hansard*, is translated in other departments other than the Translation Branch of the House of Commons, and in what departments. Presented 19th April, 1909.—*Mr. Boyer.*
Not printed.

143. Certified copy of a Report of the Committee of the Privy Council, approved by His Excellency on the 19th April, 1909.—Regulations of the Civil Service Commission with reference to entrance into and promotion in the service. Presented 20th April, 1909, by Hon. C. Murphy.. .. ..*Not printed.*

144. Return to an order of the House of Commons, dated 25th January, 1909, showing all armouries built since 1st July, 1896, giving situation, cost, capacity, officials employed in each, with yearly expenses of each armoury, distributed under the head of maintenance, improvements, extensions and salaries, with the number of troops actually making use of the same, and to what extent each year. Presented 20th April, 1909.—*Mr. Foster*.. .. ..*Not printed.*

145. Return to an address of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence, reports, documents, orders in council, in the possession of the Government relating to the establishment of a Geodetic Service Bureau, and the commencement of a Geodetic Survey in Canada. Presented 20th April, 1909.—*Mr. MacLean (Lunenburg)*.. .. ..*Printed for both distribution and sessional papers.*

145*a*. Supplementary Return to No. 145. Presented 27th April, 1909.
Printed for both distribution and sessional papers.

145*b*. Further Supplementary Return to No. 145. Presented 28th April, 1909.
Printed for both distribution and sessional papers.

146. Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence respecting the improvements made in the Assiniboia River near Portage la Prairie, in September and October, 1908; and of all papers, vouchers, orders, resolutions, returned cheques, &c., in any way relating to the said work or to carrying out of same. Presented 22nd April, 1909.—*Mr. Staples*.. .. ..*Not printed.*

147. Return to an order of the House of Commons, dated 25th January, 1909, showing the various statistical and special informative publications issued by the several departments of the Government, the number and pages of each, the number and cost of each for the year 1908, the number of persons employed in their preparation, the salaries paid to each person so employed, the number of special employees for engraving or illustrating these publications, and the salaries and expenses of the same, including work and apparatus, the firm or printing company publishing the same, and the amount paid in each case for printing and binding. The above return is not to include the regular reports of the departments, but to be so presented as to show the

CONTENTS OF VOLUME 17—*Continued.*

name of each statistical or special publication, the number of such printed, and the number of pages in each, the number of officials employed in the preparation of the publication, the total cost of each, and the total cost of all such publications for the year 1908. Presented 22nd April, 1909.—*Mr. Foster*.. .. ..*Not printed.*

148. Return to an order of the House of Commons, dated 5th April, 1909, for copies of all correspondence between the Marine and Fisheries Department and any person or persons relative to the cancellation of the certificate of Thomas Bibbington, or the removal of his name from the list of certified pilots for the port of Victoria, B.C. Presented 22nd April, 1909.—*Mr. Barnard*.. .. ..*Not printed.*

149. Return to an order of the House of Commons, dated 8th February, 1909, showing all contracts for the carrying of mail, which expire in the month of April, 1909, that have been renewed without asking for tenders; where the routes are situated, the price paid for carrying the mail, and the name of the carrier, and his place of residence in each case. Presented 27th April, 1909.—*Mr. Armstrong*.. .. ..*Not printed.*

150. Copy of an ordinance respecting the hearing and decision of disputes in relation to mining lands in the Yukon Territory. Presented (Senate) 5th May, 1909, by Hon. Sir Richard Cartwright.. .. ..*Not printed.*

151. Copy of an ordinance respecting the imposition of a tax upon ale, porter, beer or lager beer imported into the Yukon Territory. Presented (Senate) 5th May, 1909, by Hon. Sir Richard Cartwright.. .. ..*Not printed.*

152. Return to an order of the House of Commons, dated 11th February, 1909, for a copy of all communications, accounts, reports and other papers received by the Department of Public Works from A. Edgar Hanson, E. T. P. Shewan, or other person or persons, relating to the survey of the St. John River channel between Fredericton and Woodstock, and of all letters, instructions, &c., from the department to Mr. Hanson, Mr. Shewan, or other person or persons in connection therewith. Presented 7th May, 1909. —*Mr. Crocket*.. .. ..*Not printed.*

153. Return to an address of the House of Commons, dated 22nd March, 1909, for a copy of all orders in council directing that repairs be made on different wharfs in the county of Soulanges, a copy of all correspondence, reports, accounts and pay-rolls relating to the valuation of these works, the payment and the list of names of all who were employed as day labourers on these works; a copy of all letters, reports and recommendations exchanged between the Government and all other perons relating to the choice of men to be engaged on these works and those who should be refused employment; a copy of the report of accounts produced by Mr. Alfred Bissonette, wharfinger at St. Zotique, and Mr. Treflé Poirier, wharfinger on the wharfs of the canal and River St. Lawrence, in the parish of Des Cèdres, and of those of Mr. Isaïe Lalonde, son of Albert, farmer, of St. Zotique; a copy of accounts for furnishing wood, iron, cement, sand and stone used in the building of said wharfs, and also a statement of the materials purchased as aforesaid, paid for by the department, and which were not used because they were considered unfit for the building of these wharfs. Presented 11th May, 1909.—*Mr. Lortie*.. .. ..*Not printed.*

154. Return to an address of the House of Commons, dated 8th February, 1909, for a copy of all orders in council, correspondence, papers and other documents between the Government or any member thereof, and any person or persons, referring in any way to the drainage of the Nation River, running through the township of Matilda and Winchester, in the county of Dundas, from the year 1904. Presented 11th May, 1909.— *Mr. Broder*.. .. ..*Not printed.*

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155. Return to an order of the House of Commons, dated 5th April, 1909, showing the amount of money received from the Government by the *Canada Posten* of Winnipeg during the years 1907 and 1908. Presented 12th May, 1909.—*Mr. Bradbury..Not printed.*

156. Farming in Canada.—Report of the Scottish Commission on Agriculture in Canada, 1908. Presented 12th May, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

157. Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all correspondence and reports respecting the Colonization and Repatriation Society of Lake St. John from 1900 to this date, and a detailed statement of the moneys paid to the society and of the manner in which they have been expended between these dates. Presented 14th May, 1909.—*Mr. Girard.. .. ..Not printed.*

158. Return to an address of the Senate, dated 19th March, 1909, calling for copies of all correspondence and documents from the Pacific Cable Board on the working and revenue of the Pacific cable and all information on the subject of a state-owned Atlantic cable and Empire cables generally. Presented 13th May, 1909.—*Hon. Mr. Belcourt.. .. ..Not printed.*

159. Return to an address of the Senate, dated 29th April, 1909, for copies of all correspondence between the Honourable Sir Frederick Borden, Minister of Militia and Defence, Mr. Crowe and others, relating to the admission of Newfoundland into the Dominion as a province of the same. Presented 13th May, 1909.—*Hon. Sir Mackenzie Bowell.*
Not printed.

160. Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all documents, complaints, correspondence and decisions arrived at relating to a contract of lease entered into between Alphonse Laberge, lessor, and the Government of the Dominion of Canada, lessee, of date 20th day of July, 1904. Presented 14th May, 1909. —*Mr. Roy (Montmagny).. .. ..Not printed.*

161. Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence, tenders and documents in connection with the construction of an ice-breaking steamer for Northumberland Straits, let to Messers. Vickers, Sons & Maxim; also the same in connection with the construction of a lighthouse tender and buoy steamer for the Great Lakes, by Messrs. Swan, Hunter, Wigham & Richardson. Presented 15th May, 1909.—*Mr. Currie (Simcoe).. .. ..Not printed.*

162. Order in Council granting authority for the exemption from payment of the Chinese Capitation Tax in certain cases. Presented 17th May, 1909, by Sir Wilfrid Laurier.
Not printed.

163. Return to an order of the House of Commons, dated 3rd March, 1909, showing with respect to prosecutions since 1906 for violation of postal law, the nature of each offence alleged, the place of residence of person charged, and the result of each trial and penalty imposed. Presented 17th May, 1909.—*Mr. Taylor (New Westminster).*
Not printed.

164. Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all reports, specifications, offers, tenders, contracts, alterations of contract, correspondence and documents of every description relating to or in connection with the contract of Thadee Desbiens for an extension to the Chicoutimi pier; and the same in connection with the contract of the General Construction Company, for work done by the dredge *Algonquin* at at near said pier. Presented 18th May, 1909.—*Mr. Ames....Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

164*a*. Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all petitions, reports, specifications, offers, tenders, contracts or papers, of any description in connection with the protection pier at Rivière du Moulin, near Chicoutimi; Saguenay County, P.Q. Presented 19th May, 1909.—*Mr. Ames*.. .. ..*Not printed.*

165. Return to an order of the House of Commons, dated 5th April, 1909, showing how many seining licenses for fishing in Pacific coast waters are now current; to whom they have been granted; the area covered by each license, and how many of these licenses are being operated by the original licensees, and how many by aliens. Presented 18th May, 1909.—*Mr. Cowan*.. .. ..*Not printed.*

165*a*. Return to an order of the House of Commons, dated 8th March, 1909, showing: 1. How many licenses to fish and pack lobsters in the coast waters of Prince Edward Island have been issued by the Dominion Government since 1st January, 1904, to this date, and to whom same were issued. 2. A copy of any petitions, requests, or correspondence received by the Government from any person or persons, or corporations since 1st January, 1904, asking for licenses to fish and pack lobsters in said province. 3. The number of new licenses likely to be issued by the Government during the present year. Presented 18th May, 1909.—*Mr. Fraser*.. .. ..*Not printed.*

165*b*. Return to an order of the House of Commons, dated 5th April, 1909, showing the names of all persons residing in the town of Liverpool, Nova Scotia, or in its vicinity, who were paid fishing bounties in the year 1908, and the names of all persons residing in Liverpool, Nova Scotia, or in the vicinity thereof, to whom seine trap licenses were issued in 1908, and the amounts paid for the same in each case. Presented 19th May, 1909.—*Mr. Crosby*.. .. ..*Not printed.*

166. Return to an address of the Senate, dated 18th March, 1909, calling for copies of all charges,—complaints made by Mr. Joseph Girard or others to the Prime Minister, or any member of the Government, against the Lake St. John Colonization Society. Presented 18th May, 1909.—*Hon. Mr. Tessier*.. .. ..*Not printed.*

167. Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all correspondence, communications in writing and documents from the grand secretary, or any other officials of the Fishermen's Union of Nova Scotia, or any branch or station of the said union, to the Minister of Marine and Fisheries or to any official of the department, and the replies or communications from the minister or any official of the department since the 1st of January, 1907. Presented 19th May, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

168. Return to an order of the House of Commons, dated 13th January, 1908, showing all wharfs, piers, breakwaters, and other public works of a similar character which have been constructed at the expense of Canada, since 1st January, 1897, or for which public money has been voted or appropriated since that date, giving the amount expended or appropriated in each instance, the total cost of each such work, the estimated total cost in each case where the work has not yet been completed, the name of the place where the work is situated, the cost of annual maintenance and upkeep of each such work, and the amount of annual revenue derived therefrom in each instance. Presented 19th May, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

169. Return to an order of the House of Commons, dated 8th February, 1909, showing how many hogs have been killed during each month from the 1st of November, 1907, to 1st November, 1908, inclusive, by the following packing companies: the Laing Pack. and Prov. Co., Ltd., Montreal; the Collingwood Pack. Co., Ltd., Collingwood; the Williams Davis Co., Ltd., Harriston; the George Matthews Co., Ltd., Hull; the George Mat-

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thews Co., Ltd., Brantford, the George Matthews Co., Ltd., Peterborough; the Whyte Packing Co., Ltd., Brantford; the Canadian Packing Co., Ltd., London, and the number of hogs condemned, including intestines, during the same period. Presented 19th May, 1909.—*Mr. Beattie*.. .. ..*Not printed.*

170. Copy of correspondence between the Government of Canada and the British Government on the subject of Imperial Naval Defence. Presented 19th May, 1909, by Sir Wilfrid Laurier.. .. ..*Not printed.*

171. Return to an order of the Senate, dated 12th May, 1909, calling for copies of the petitions, letters patent and telegrams sent by the citizens of the parish, or of the township, and of the village of Laterrière, in the county of Chicoutimi, asking for a subsidy for the Ha-Ha Bay Railway Company, or any other railway company, to build a railway from Jonquière, or near thereto, to St. Alphonse. Presented 19th May, 1909.—*Hon. Mr. Choquette*.. .. ..*Not printed.*

FORTY-FIRST ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES

1908

MARINE

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1909

[No. 21—1909.]

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick ; Baron Grey of Howick ; a Baronet, G.C.M.G., &c., &c., &c., &c., Governor General of Canada.

May it Please Your Excellency :

I have the honour to submit herewith, for the information of Your Excellency and the Parliament of Canada, the Forty-First Annual Report of the Department of Marine and Fisheries, Marine Branch.

I have the honour to be,

Your Excellency's most obedient servant,

LOUIS-PHILIPPE BRODEUR,

Minister of Marine and Fisheries.

Department of Marine and Fisheries,

Ottawa, November, 1908.

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Combined Gas and Whistling Buoy in tow. Light 30 feet above water.
Cable Landing, Chebucto Head. Cable connecting station with Submarine bell.
Spruce Shoal, Parry Sound, Gas Beacon, Ont.
Placing Submarine Bell on Tripod.
Spruce Shoal Lighthouse, approach to Parry Sound, foundation on way to position, August 11, 1907.
Pachena Light Station, B.C.
Chebucto Head, N.S., Lighthouse, Fog-alarm and Submarine Station.
Red Rock, Georgian Bay Lighthouse.
The *Arctic* in winter quarters, Albert Harbour, Ponds Inlet, 1906-7.
Little Hope Island Station, showing concrete tower built 1907.
Prince Rupert, B.C., Docks.
Banfield, B.C., Lifeboat and Boathouse.
Banfield Lifeboat and Boathouse.
Prince Rupert Harbour, B.C.
Banfield Creek Lifeboat House, B.C.
Laying Cable from Tank between Station and Submarine Bell.
Parry Sound, new Government Dock.
New Government Wharf and Depot, Parry Sound, Ont.
Southampton, new Lifeboat House, May 7, 1908.
Three Lightships in tow of C.G.S. *Druid.*
Port Arthur Lighthouse, October 8, 1907.
Lillooet, Canadian Hydrographic Survey Steamer, British Columbia.
Section of Gas-buoys.

REPORT

OF THE

DEPUTY MINISTER OF MARINE AND FISHERIES

To the Honourable Louis Philippe Brodeur,
Minister of Marine and Fisheries.

SIR,—I have the honour to report on the transactions of the Marine Branch of this department for the fiscal year ending March 31 last.

The usual maintenance of aids to navigation received the attention of the department and many improvements were made in the existing aids. Applications for new lighthouses for gas and other buoys were considered by the Lighthouse Board, recommended and approved and many of these new aids were established. The detailed reports of the work completed and for which notices to mariners were issued, will be found in the reports of the Chief Engineer and Commissioner of Lights.

The numerous applications for the most improved fog alarm and lighting apparatus, and gas buoys continues. It has, however, been impossible to comply with these requests in all cases, owing to the great cost. The department has, as far as possible, established lighthouses, range lights, buoys, beacons and other aids at points and in waters where the greatest need existed. For the establishment of the new aids and the improvement of the existing aids, together with maintaining large warning buoys in an efficient state, and to convey construction material to the light-stations, it was sometimes necessary to employ chartered steamers and tugs in addition to the Dominion steamers. These chartered steamers are not specially constructed for handling aids to navigation and therefore, it has been considered more economical and satisfactory to increase the fleet of Dominion steamers, by building vessels specially designed and supplied with the most efficient apparatus. Definite information, upon the construction of the new steamers, will be found in that part of the report dealing with the subject in detail.

Icebreaking in ports in the Georgian Bay has been necessary, in order that grain laden vessels may reach their destination with safety. Contracts were entered into for the fall of 1907 for icebreaking at Collingwood, Depot Harbour and Midland in Georgian Bay, and at Port Arthur and Fort William, Lake Superior. The contracts were made to suit navigation at the several ports and terminated on or about December 10 for Collingwood, December 16 for Depot Harbour, the 12th of the same month for Midland and for Port Arthur and Fort William on or about December 17. The last-mentioned contract includes opening of the harbour in the spring.

Lightkeepers at important stations in Georgian Bay and Lake Superior, were instructed to keep their lights in operation until December 10, and were relieved by

a steamer, hired to convey them from their isolated localities to Sault Ste. Marie and elsewhere.

The work was carried on in the following subdivisions of the Marine Branch as usual, viz:

The construction of lighthouses and fog-alarms.
The maintenance of lights, gas buoys and other buoys.
The lighthouse board, which decides the necessity for aids to navigation.
The hydrographic surveys.
The tidal surveys.
The ship channel St. Lawrence river and Sorel works.
Meteorological and magnetic service.
Investigation into wrecks.
Board of steamboat inspection.
Cattle shipments inspection.
Wireless telegraph service.
Signal service.
Life saving service.
Marine hospitals.
Submarine signalling.
Shipping under the Merchants' Shipping Act.
Legislation and administration of laws relating to the Department of Marine and Fisheries.
Humane service in connection with seamen.
Wrecking plant subsidised.
Winter communication.
Removal of obstructions to navigation.
Examination of masters and mates, and issuing certificates.
Naval militia.
Pilotage.
Government of ports and proclaiming of harbours in the Dominion.
Control of government wharfs.
Dominion steamers, Marine and Fisheries.
Hudson Bay and navigation of northern waters.

APPROPRIATIONS AND EXPENDITURE.

OCEAN AND RIVER SERVICE.

Appropriation	$1,064,750 00
Expenditure	881,054 56
Expenditure less than appropriation	$ 183,695 44

PUBLIC WORKS CHARGEABLE TO CAPITAL.

Appropriation	$1,115,360 00
Expenditure	1,074,027 91
Expenditure less than appropriation	$ 41,332 09

LIGHTHOUSE AND COAST SERVICE.

Appropriation	$3,040,090 00
Expenditure	2,835,459 44
Expenditure less than appropriation	$ 204,630 56

SCIENTIFIC INSTITUTIONS AND HYDROGRAPHIC SURVEYS.

Appropriation including special vote for hydrographic steamer for British Columbia	$ 449,500 00
Expenditure	349,373 37
Expenditure less than appropriation	$ 100,126 63

MARINE HOSPITALS.

Appropriation	$ 70,500 00
Expenditure	67,585 17
Expenditure less than appropriation	$ 2,914 83

STEAMBOAT INSPECTION.

Appropriation	$ 47,500 00
Expenditure	42,210 43
Expenditure less than appropriation	$ 5,289 57

CIVIL GOVERNMENT.

Appropriation of Marine and Fisheries	$ 107,775 00
Expenditure of Marine and Fisheries	103,916 53
Expenditure less than appropriation	$ 3,858 47

CONTINGENCIES.

Appropriation	$ 21,150 00
Expenditure	21,146 77
Expenditure less than appropriation	$ 3 23

Total appropriation, Fisheries Branch, not including civil government and fisheries bounty	$ 196,306 00
Total expenditure Fisheries Branch, not including civil government contingencies and fisheries bounty	800,081 73
Total expenditure less than appropriation	$ 396,224 27
Grand total appropriation	$7,112,931 00
Grand total expenditure	6,174,855 91
Grand total expenditure less than appropriation	$ 938,975 09

The fisheries expenditure is merely added to show the total expenditure of the department, and has no connection with this report.

LIGHTHOUSE SERVICE.

The lighthouse service of the Dominion is divided as follows:—The Ontario division, embracing all lights from Montreal westward to the Northwest Territories; the Quebec division, extending below Quebec and including the St. Lawrence river from Platon, the Gulf of St. Lawrence and Strait of Belle Isle and Cape Ray, Newfoundland, the Montreal division, including the St. Lawrence river from Mont-

real to Platon; the Nova Scotia division, including St. Paul's island, Sable island and Cape Race, Newfoundland; the New Brunswick division, the Prince Edward Island division and the British Columbia division, each including lights within the provincial boundaries.

In the several districts in charge of agents under departmental control, the usual attention has been given to the service in carrying out the requirements of navigation and the agents have made their annual reports. The district above Montreal, not being in charge of an agent, has been controlled directly by the department in connection with aids to navigation.

The Superintendent of Lights for the district above Montreal has his office in the department at Ottawa and has reported upon his work.

The total number of light stations and lightships in the Dominion is 978, and lights attached to these stations number 1,175; the number of steam whistles, fog-horns, bells and fog-guns is 117; the lightkeepers and engineers of fog-alarms according to the pay-lists, number 914, gas buoys 213, whistling buoys 20, bell buoys 52, and submarine bells 9.

The chief engineer's report relating to lighthouse construction, repairs, tidal surveys, &c., contains detailed information. Personal inspection of a number of stations was made by him, upon which he has reported. He also made a special survey of the Restigouche river, the results of which are embodied in a new plan issued by the hydrographer of the admiralty.

Icebreaking at Collingwood, Midland and Depot Harbour in Georgian bay and in the approaches to Port Arthur and Fort William, Lake Superior, was performed in connection with his branch. A report of the work done will also be found in the chief engineer's report.

The principal repairs, changes and improvements at existing stations are referred to in the same report, also new aids to navigation. The work done at fog-alarm stations in connection with steam whistles, compressed air horns and explosives is dealt with under the proper headings. The report contains information respecting the extent of repairs and some account in detail, under the head of the station. The report of the inspector of fog-alarms, is appended to the chief engineer's report.

During the past year, thirty new lighthouses, ten fog-alarm stations and sixteen gas lighted beacons, were established.

Surveys of the lighthouse reserves at Presque Isle and on the Thames river were made with the object of regulating the campers on these government properties, and now all government lands are under lease and strict regulation.

Changes in the colouring of seven lighthouses in Nova Scotia, were made, to cause them to look more conspicuous during the winter. Red horizontal bands were painted on a white ground on some lighthouses and red vertical stripes on others.

Six new lights were established in Nova Scotia. Three new lighthouses were built in New Brunswick, and one fog-alarm building. One fog-alarm building is under construction but not in operation in that province. Six fog-alarm stations, were established in British Columbia, with keeper's dwellings attached to them.

Cape Race, Newfoundland, is a station maintained by the Dominion government. The sounding apparatus at this station was changed from a whistle to an air

driven diaphone type of fog-alarm. An electric plant was installed for the purpose of illuminating the engine room and other parts of the building.

Cape Ray, also in Newfoundland, is a station maintained by the Dominion government.

Report of W. P. Anderson, C.E., &c., forms Appendix No. 1.

ILLUMINANTS AND ILLUMINATING APPARATUS AND GAS BUOYS.

The report of the Commissioner of Lights contains reference to the substitution of dioptric apparatus, in a number of important coast lights and an extension of the gas buoy and beacon service.

The report contains a list of the different kinds of illuminating apparatus shipped from the Dominion Lighthouse Depot, Prescott, to certain light stations. The kinds of apparatus consist of reflectors, lamps, burners, Chance Bros. lenses, French lenses, fixed and occulting apparatus, the Chance Bros., vapour installation and diamond vapour installation. The old apparatus at each place mentioned in the list, has been removed and the new substituted, by employees from the depot. In other cases apparatus has been sent to the agents of the department who had the changes made by the employees under their control, details of which are found in the same report.

The gas buoy service has been very much improved by the increased number of buoys sent to the different agencies. Combined gas and whistling buoys and combined gas and bell buoys, have been substituted, in a number of instances, for the old style Courtenay whistling buoys and for the Trinity and American pattern bell buoys, with beneficial results. The gas buoys which included the combined buoys in the report for the fiscal year 1906-7, numbered 183. The total number of all kinds of gas buoys at present established is 213, showing an increase of 33 gas buoys.

The submarine bells have been employed with excellent effect and now number nine. The report of the Commissioner of Lights contains a description of the manner of operating these warnings, one method being by electricity, another by compressed air and the third by attaching them to gas buoys. The localities where submarine warnings are established are indicated in the report.

The steamers *Scout* and *Reserve,* have been employed entirely on the St. Lawrence river above Montreal, in maintaining the gas buoy service and attending lighthouses illuminated by acetylene gas.

The gas buoy service in Georgian bay, has been operated from the Parry Sound Depot, but owing to the fact that the government steamer has not been available, hired tugs have been employed to maintain the buoys in position.

The report of the Commissioner of Lights contains a comprehensive table of the aids to navigation established to date in the Dominion. The report forms Appendix No. 2 to this report.

RIVER ST. LAWRENCE SHIP CHANNEL.

The report of Mr. F. W. Cowie, superintending engineer of the work in the St. Lawrence Ship Channel, is of a very interesting nature, containing a short historical account of the improvements in the ship channel, since their beginning.

The project for the channel between Montreal and Quebec had in view a channel of 30 feet depth at the extreme low water depth of 1897, from Montreal to tide water

at Batiscan above Quebec, and from Batiscan to Quebec at extreme low tide. The width contemplated was a minimum of 450 feet in the straight portions and from 550 to 750 feet in the bends. An anchorage was also provided for Lake St. Peter forming part of the river. The project of the work below Quebec had in view a 30 foot channel at low tide at the St. Thomas Flats and at Beaujeu Bank everywhere, 1,000 feet wide.

The 30-foot channel was completed from Montreal to Batiscan in 1906 and is now in use. The highest water in 1907 was 38 feet 3 inches and the lowest 31 feet.

The work remaining to be done is about two and a half miles of shale rock dredging at Cap à la Roche; about one mile at Grondines; about one mile at St. Augustin bar; about one mile of widening at Ste. Croix and nine and a half miles of widening in Lake St. Peter. Cap à la Roche work will take from three to four years to complete, while the remainder to Quebec should be completed at the same time or, in one year later and the widening in Lake St. Peter is expected to be done in 1909. The Beaujeu Bank work will be completed in 1908; the St. Thomas Flats should be finished in 1909 or early in 1910. This channel is limited to a depth of 30 feet by the St. Roch Traverse. For a greater depth than 30 feet at low tide, the work in the north channel from St. Jean, Ile d'Orleans past Cape Tourment and north of Ile aux Coudres, must be undertaken where a depth of 35 feet can be easily obtained.

In view of what has been accomplished and the comparatively early completion of the project referred to, the report gives consideration to the best proposal for the next project in connection with still further improving the channel, by securing a depth of 35 feet. The width and curves having been designed for a much greater available depth than 30 feet, the operation for the greater depth can be carried on without changing the lines of the channel or the aids to navigation.

It is pointed out that the plant for use below Quebec is in every way suitable for the work. For the channel above Quebec, two or three new elevator dredges, the same number of tugs, one stone lifter and the necessary scows will make the ship channel plant ample to undertake the 35-foot channel.

The progress of the work in the past has been satisfactory and the plant is unique in fitness and economy.

From 1889 to 1899, ten years, the expenditure averaged $130,000 per annum and the quantity dredged 350,000 cubic yards; from 1899 to 1904, five years, the average expenditure was $515,000 and the excavation. 3,500,000 cubic yards annually; from 1904 to 1907, four years, the expenditure amounted to $530,000 per annum and the dredging to 3,700,000 cubic yards. During the past fiscal year 1907-8, the expenditure on dredging plant and dredging, amounted to $657,548.44 and the quantity removed to 4,831,875 cubic yards.

The most difficult section of the channel to dredge is at Cap à la Roche and Cap Charles where the material is principally all shale rock and the whole bottom is covered with boulders up to thirty and forty tons in weight, necessitating the use of stone lifters.

It is pointed out in the report that dredging of a channel consisting of the displacement only, of the material, from a place where it is taken to a point opposite, does not lower the water level. Great care was taken with regard to dumping dredged material so as to actually raise the water in places and cause the current to run straighter.

The capacity of the channel for navigation is dealt with, showing among other important facts, that with the present available depth of 30 feet at the lowest stages of the river and a greater depth in the first half of the season, ships of 15,000 tons may freely navigate the river.

The department established a telephone service between Montreal and Crane Island with night and day operators. The service has been useful in giving information as to the whereabouts of vessels and in signalling vessels. The service has also been used in connection with the dredging operations when it was necessary to communicate with the shops at Sorel and with the superintending engineer at Montreal.

The 35-foot channel was commenced in November, 1907; but the real beginning will not take place until the Cap à la Roche channel is completed for low tide.

The channel requiring improvement covers a length of seventy miles and the length completed to 30 feet low water depth is fifty-nine miles, leaving eleven miles to dredge in order to make the 30 feet available at all stages of the tide.

The great excavation works of the world are:—the Suez canal, the Panama canal and the St. Lawrence River Ship Channel. Reference is made in the report of Mr. Cowie to the excavation in these works and showing that of the 70,000,000 cubic yards in the St. Lawrence River Ship Channel estimated at the outset to be dredged, 56,000,000 at the end of the fiscal year of 1907-8 had been successfully dredged. During the last fiscal year, 4,800,000 yards, at a cost of less than 10 cents per cubic yard, had been dredged.

The new steel twin screw hopper hydraulic dredge *Beaujeu* (No. 8), built at Sorel, was put in the hands of the operating branch and taken to St. Thomas, Montmagny, and worked until November 15; it was then put in winter quarters at Sorel. A full description of this dredge and all the dredging plant is given in the report of Mr. Cowie.

Interesting and instructive tables have been prepared by the officers under the superintending engineer and form part of his report. They are, first, the average depth of water from 1890 to 1906 in the channel when it was 27½ feet in depth and the average depth in the channel for 1907 at its present depth of 30 feet; second, the total cost of the dredging and plant to March 31, 1908; third, a table showing number of miles of the contracted part of the River St. Lawrence in divisions, the number of miles requiring dredging, the length dredged in 1907, the total length dredged and the number of miles yet to be dredged to complete the 30-foot channel; fourth, a table showing the total number of cubic yards dredged and the number of cubic yards yet to be dredged in divisions 3, 4 and 5. An abstract is also given of the work of the dredging fleet and a detailed classification of the disbursements for the fiscal year.

Winter navigation has for many years, been dealt with by the department and reports upon the subject have from time to time appeared in the annual reports. The report of the work of the ship channel tug *Lady Grey* during the season of 1907, makes an addition to the records of the department in connection with icebreaking and movements of the steamers. The work of the steamer is given in detail in the report of Mr. Cowie, and need not be repeated here further than to indicate that the vessel did the work successfully and without any mishap or damage to herself.

The sweeping of the channel was carried on during the whole season of 1907 and no obstruction of any serious nature was found. The semaphore service was started on May 20. The report on the ship channel forms Appendix No. 3 to this report.

SOREL SHIPYARD.

The work at Sorel shipyard was carried on by the employment of a working force, averaging 641 men, during the fiscal year, under the control of G. J. Desbarats, director of the shipyard. The work consisted of the construction of a tug for the upper lakes to be used in connection with building and attending lighthouses, the building of a powerful dipper dredge capable of excavating solid shale rock at Cap à la Roche in the St. Lawrence river ship channel, also some preliminary work was done in building another dipper dredge to be a duplicate of construction number 19. A floating workshop with a scow 90 feet by 25 feet were built and two lodging scows to serve as sleeping quarters for the men working on tugs and dredges.

The repairs to the ship channel fleet were as usual made to dredges, tugs, scows, coal barges and to vessels employed in the maintenance of lights and hydrographic surveys on the St. Lawrence river.

Ten cabins for large and small signal stations were built and flag masts for twelve stations.

Improvements were made in the property of the shipyard by the erection of two buildings; one 170 feet long by 35 feet wide and the other 100 feet long and 30 feet wide. The larger building is occupied as a storeroom, workshop and a moulding loft, the loft running the whole length of the building on the second floor; the other building is used for storing patterns of castings. The buildings of the shipyard were painted and necessary repairs made.

The report of Mr. Desbarats forms Appendix No. 16 and is accompanied by a financial statement showing the expenditure to have been $1,049,859.41 for the fiscal year.

ST. LAWRENCE RIVER ROUTE.

The reports relating to lighting, buoying and dredging the St. Lawrence river from year to year have shown many important improvements. The effect of these improvements is seen in the use of the St. Lawrence route by larger and deeper draught vessels than formerly. It is also very noticeable that insurance rates on imports and exports and hulls of vessels, are much lower than formerly. The question of the importance of the improved aids to navigation, in the commerce of the country which finds its way via the St. Lawrence route, will probably, in the near future, appear in a special report.

LIGHTHOUSE BOARD.

Five meetings were held during the fiscal year and applications and recommendations for aids to navigation in the provinces of British Columbia, Quebec, Manitoba, Nova Scotia, New Brunswick and Ontario were considered. In considering the applications, each one was discussed separately and those most urgent for the mariner in his hour of need were recommended for approval.

The new aids, approved and put under construction or completed, will be found described in the reports of the chief engineer, Commissioner of Lights and in the list of buoys and beacons.

HYDROGRAPHIC SURVEYS.

The hydrographic survey work is in charge of Mr. Wm. J. Stewart, and his report forms Appendix No. 15 to this report.

The work done during the year comprises surveys made on the St. Lawrence river, Lake Superior, British Columbia, Lake of Two Mountains in the Ottawa river and Lake St. Francis in the St. Lawrence river. Some work was done at Key Inlet, Georgian bay, with a view of establishing aids to navigation.

Charts Nos. 9, 10, 11, 12, 13, 14, 15 and 16 of the St. Lawrence river were issued during the year making a total of sixteen charts altogether issued to the public. Charts of Pigeon river to Thunder Cape on Lake Superior, were also published. During the winter of 1907-8, charts of Lake St. Louis and Orignaux Point to Cacouna Island, on the St. Lawrence river, were completed, also a preliminary photo-lithographed chart of the entrance to Prince Rupert harbour, British Columbia, of the work of 1906, was issued. Some further blue prints of additional work were also issued.

Advantage was taken of an opportunity to detail an officer and party to make an extended series of observations for magnetic declination and incidently for latitudes and azimuths. As a result, magnetic observations were obtained at four places in the vicinity of the Saguenay river, five places upon the north shore of Lake Superior and seven places along the St. Lawrence river between Cornwall and Montreal; the result will add very materially to the knowledge of the workings of the Mariners Compass.

SABLE ISLAND.

The annual report of R. J. Boutilier, Superintendent of Sable island, was included in the report of the agent of the department at Halifax. No wrecks nor casualties of any kind occurred during the year and this appears to be unusual in the history of Sable island. A new surf boat was added to the number of boats, early in the year. The island was regularly patrolled during the year. Numerous repairs were made to the buildings on the island.

All the farming operations were carried on with a fair measure of success. The season being better than the average, a good supply of wild hay was secured for the horses.

At the date of report, January 3, 1908, there were on hand seventy head of horned cattle, thirty trained ponies, three imported stallions, five mares and two hundred wild ponies. There were shipped from the island forty-six wild ponies and forty-five barrels of cranberries.

The population of the island, that, of course, consists of the officers of the humane establishment, who are also lightkeepers and their families, numbered forty-two.

LIGHTSHIPS.

The lightships under the control of the Dominion are the *Anticosti, Red Island, White Island, Restigouche* and *Prince Shoal* lightships in Quebec; the *Lurcher* and the *Barrington* lightships in Nova Scotia, the *Miramichi* lightship in New Brunswick.

the Fraser River lightship in British Columbia and two lightships in Lake St. Louis above Montreal. These lightships are anchored in places very much exposed and much difficulty has been experienced in maintaining the lightships *Anticosti* and *Lurcher,* in position. Experiments have been made from time to time with anchors, in order that the best holding anchor for the ground in each locality might be determined. The frequent storms in these exposed places have been the cause of the lightships dragging their anchors.

The Miramichi River lightship, anchored in the Horseshoe, off the mouth of the Miramichi river, has not given any trouble in this line owing to the comparatively sheltered position of the lightship.

The lightships have received the usual repairs and overhauling. The *Anticosti* and *Lurcher* lightships have, on the occasions of dragging their anchors, reached ports under their own steam.

INSPECTION OF DOMINION STEAMERS AND FOG ALARMS.

The inspection of the Dominion steamers and fog alarms was made by C. Thomson-Schmidt, Inspector of Government Steamers and Fog Alarms. He has reported on the work of inspection. No accidents occurred in the engine department of the steamers or fog-alarms during the year. Mr. Schmidt's report is appended to the report of the chief engineer.

INSPECTION OF LIGHTHOUSES.

The lighthouse stations were inspected as usual by the inspector in each lighthouse district and the usual supplies were delivered.

BUOYS AND BEACONS.

As usual the buoy service has received careful attention by the department, the numerous bays, inlets, rivers, lakes, harbours and other navigable waters constantly require supervision and additional aids to navigation. The substitution of gas buoys for other kinds of buoys continued throughout the year, and, in some instances, combined gas and whistling buoys and combined gas and bell buoys have been established. The expenditure for the fiscal year ending March 31 last, amounted to $143,257.64.

Several new localities have been buoyed during the past year by placing gas buoys, spar and other buoys in position. The districts now buoyed number about 380 and the buoys established about 4,300, and the contracts 180.

The contract system has been found to work most economically but not always as efficiently as desirable. The buoys were removed in many localities, in the maritime provinces, by drifting ice after they had been placed. The contractors neglected in some cases to provide new buoys promptly or to replace the removed buoys, consequently complaints reached the department. The contractors were directed to restore the buoys and a special inspection was made of the localities where the delay had occurred.

The expenditure in connection with the buoy service in the different provinces or divisions during the last fiscal year was as follows :

Nova Scotia	$36,833 50
Quebec	54,847 96
Ontario	12,135 71
New Brunswick	23.212 77
Prince Edward Island	3,466 97
British Columbia	12,760 73
	$143,257 64

List of Buoys maintained by the Department of Marine and Fisheries in Canadian Waters in 1907.

ONTARIO.

	No. of Buoys.		No. of Buoys.
Amherstburg, including Bois Blanc	44	Parry Sound, gas-buoys (one with bell)	8
Bay of Quinte (two contracts)	19	Pembroke	23
Bears Rump	1	Pointe au Baril, beacons	15
Big Duck island, bell-buoy	1	Pointe au Baril, buoys	4
Blind river	4	Penetanguishene	10
Byng inlet	7	Port Arthur, gas-buoys	3
Collingwood	14	Port Rowan	12
Clapperton channel	9	Rainy river, beacons, pairs	11
Georgian bay	13	Rainy river, buoys	14
Georgian bay, gas-buoys	4	River Thames	8
Goderich	5	Rondeau	6
Green shoal	1	St. Lawrence river, Montreal to Kingston, spars	84
Grecian shoal	1	St. Lawrence river, Montreal to Kingston can-buoys	13
Gananoque	3	St. Lawrence river, Montreal to Trenton, gas-buoys	42
Hawkesbury	15	Above Trenton, gas-buoys	7
Kaministiquia	9	Sault Ste. Marie	21
Lake Erie, gas-buoys	2	Sault Ste. Marie, canal approaches	25
Sturgeon river	26	Seine river and Grassy lake, piles	30
Lake of the Woods, including bell-buoy	115	Seine river, buoys	10
Lake Simcoe	5	South Baymouth	4
Lake Superior, including bell-buoy	8	Stokes bay	6
Little Current	8	Surprise shoal, bell-buoy	1
Lone rock, gas and bell-buoy	1	Temagami lake, 4 beacons and	31
Midland	7	Trenton	13
Murray canal and Presqu'ile bay	23	Victoria island, Lake Superior	3
Lake Temiskaming	3	Waubashene	37
Napanee	14	Winnipeg river	13
Niagara, bell-buoy	1	Saugeen river	8
North Sisters rock	4	Sturgeon river	26
Orillia	18		
Pancake shoal, bell-buoy	1		
Parry Sound	31		
Campbells rock	1		

QUEBEC.

Agnes	1	Cock point	1
Amherst harbour	8	Chaudière basin	7
Anse à Gascons	1	Cape Despair	1
Anse à Beaufils	1	Douthe's point	1
Barachois de Malbaie	1	English bay	3
Bonaventure	3	Eschourie rock	1
Cap Chat	1	Fox river	1
Cape Cove	1	Gaspe	6
Cap Meule	1	Grand Entry	17
Carleton point	1	Griffin cove	1
Chicoutimi	15	Gros Cap-aux-Os	1

List of Buoys maintained by the Department of Marine and Fisheries, &c.—*Con.*

QUEBEC—*Con.*

	No. of Buoys.
House harbour, Magdalen islands	6
Lake Temiskaming, viz.—	
Schooner island	3
Opemicon Narrows	3
Montreal river	3
North Temiskaming	9
Lake St. John—	
River Ashuapmuchuan	
River Mistassini	
River Peribonka	
Roberval harbour	
25 beacons and	110
Little river west	1
Lachine rapids	7
Maria	1
Matane	3
Mont Louis	1
New Richmond	3
North channel, Island of Orleans	10
Nouvelle	2
Paspebiac	1
Pentecost	1
Percé	2
Port Daniel	1
Portneuf	9
Restigouche river	10
Richelieu river, balises	
Richelieu river, St. Antoine to Chambly	35
Richelieu river, above St. Johns	21
Rigaud river	7
Rivière à la Pipe, Lake St. John	8
Rivière des Prairies	10
Ste. Adelaide de Pabos	1
Ste. Anne river	1
St. Thomas	8
St. Godfroy	1
St. Lawrence river, between Platon and Montreal, gas-buoys	57
St. Lawrence river, between Platon and Montreal, unlighted buoys	202
Serpent reef	1
St. Placide	52
Maintained by Quebec agency, gas-buoys	27
Maintained by Quebec agency, unlighted buoys	45
Maintained by Quebec agency below Quebec, bell-buoy	1
Maintained by Quebec agency below Quebec, whistling-buoy	1
Petite Rivière East	1
Ville Marie (Lake Temiskaming)	2

NEW BRUNSWICK.

Bathurst	26
Baie Verte and Port Elgin	36
Bay du Vin	12
Beaver and Blacks harbour	9
Black brook, Miramichi river	3
Black Lands gully	12
Buctouche	22
Buctouche stakes	34
Buctouche river, bushes	200
Bartibogue	13
Campobello	10
Caraquet	21
Cocagne, stakes, 30	11
Dalhousie and Restigouche	10
Digdequash	5
Dipper harbour	3
Dorchester	3
Grande Anse	4
Grand Lake and Salmon river bushing	73
Grand Manan, 1 spindle and	28
Great Shemogue	7
Hatfield point, bushes	
Harvey	7
Kouchibouguac and Black river, bushes	
Lepreau	3
Letite and Back bay, 1 spindle and	11
Little Shemogue, 1 beacon and	5
Little Shippigan	12
Magaguadavic	13
Maquapit and French lakes, 20 stakes and	4
Miramichi, 9 winter buoys, 1 lightship and	18
Miscou	8
Musquash	7
Neguac	21
Neil harbour	1
Nappan river, 24 stakes and	3
Northwest arm, Miramichi	16
Northeast arm, 24 stakes and	8
Ox island, St. John river	5
Petit Rocher	2
Pisarinco	2
Pokemouche, number of bushes	7
Quaco (maintained by C. G. S.)	3
Richibucto and Albion	33
Richibucto, Rexton and Browns yard	30
Restigouche river, gas-buoys,	6
Shediac	18
Shediac, north of island, 20 bushes and	2
Shippigan, 17 pickets	20
St. Andrews	13
Ste. Croix ledge	11
St. John river	77
St. Louis, 15 bushes	12
St. Simon, Bay Caraquet	4
Tabusintac	18
Tracadie, South Gully, 30 bushes and	5
Tracadie, 105 bushes, North Gully	11
Tynemouth creek	3
Washademoak, 147 bushes and	2
Waweig river	2
West Isles, 4 spindles and	23
Maintained by agency—	
(gas-buoys)	1
(gas and bell, combined)	3
(gas and whistling, combined)	10
(can and conical buoys)	23
(whistling buoys)	7
(bell-buoys)	15
(bell boat)	1
(lightships)	2

List of Buoys maintained by the Department of Marine and Fisheries, &c.—*Con.*

PRINCE EDWARD ISLAND.

	No. of Buoys.		No. of Buoys
Bay Fortune	3	Little channel	3
Beach point	3	Montague	9
Bedeque	11	Murray harbour	41
Brae harbour	5	New London	9
Brudenell river	4	Orwell and Vernon river, 36 bushes	6
Cardigan, Lower	6	Pinette, number of bushes	5
Cardigan, Upper	12	Port Hill	12
Cascumpec, 12 stakes	14	Pownal	7
Charlottetown, 20 stakes	21	Rollo bay	3
Cove head	3	Rustico	5
Crapaud stakes and	5	Savage harbour	2
East river (Hillsboro')	17	Souris	4
Egmont bay	12	St. Peters harbour	10
Egmont south, 8 stakes and	2	Summerside	10
Georgetown	14	Tracadie	7
Goose harbour	2	West point	1
Grand river, 1 beacon and	12	Wood island	5
Grand river, lot 14	8	Maintained by agency (signal buoys)	4
Indian rocks	1	Maintained by agency (conical)	4
Malpeque	16	Maintained by agency (gas buoys) including Zephir rock.	5
Miminegash	6		

NOVA SCOTIA.

Advocate habour	6	Ketch harbour	6
Apple river	8	L'Ardoise	5
Arichat	20	Lahave	12
Argyle river and sound	9	Little Narrows	10
Avon river	6	Little Dover	9
Amherst Basin	4	Little Bras d'Or	2
Barrington	31	Liverpool	3
Bear river	11	Lockeport	6
Beaver harbour	8	Lunenburg	8
Blandford	5	Lunenburg, back cove	9
Bridgewater	10	Lunenburg, middle south	16
Brule	5	Louisburg	7
Canning or Habitant river	6	Liscombe	4
Canso and St. Andrews passage	31	Mabou	19
Cape Negro or Northeast harbour	17	Mahone bay and Chester	12
Cariboo	6	Main-à-Dieu	6
Chester	25	Margaree harbour	9
Cheticamp	12	Merigomish	6
Chezzetcook and Petpiswick	6	Marie Joseph	13
Christmas island and Barra strait	11	Monsellier	10
Clarks Cove, West bay	3	Jegogin harbour	7
Clarks harbour	17	McKinnon harbour	4
Cockerwit pass and Woods harbour	20	Musquodoboit	7
Cooks cove, Toby cove	5	Martins Brook	6
Calf island bay	5	Metighan river	2
Crow harbour	3	Northport	11
D'Escousse and Lennox passage	27	North Sydney	5
Digby and Annapolis, 5 winter buoys.	8	Neils harbour	1
Dover	4	Parrsboro'	6
East Dover	3	Petit de gras	11
East bay, Bras d'Or	8	Picton	6
Fourchu harbour	11	Pope's harbour	3
Great Bras d'Or	8	Port Felix	11
Gillis point, Boulaceet	1	Port Hood	7
Guysborough	3	Port Le Tour	15
Glace bay	4	Port Medway	9
Hay cove	14	Port Morien	2
Harbour au Bouche (6 stakes)	4	Port L'Hebert	12
Ingonish, South bay	7	Pubnico	18
Isaacs harbour	12	Pugwash	9
Indian harbour	4	Prospect, Lower	10
Jeddore	11	Port Mouton	5
Judique	1	Port Bickerton	3

LIST of Buoys maintained by the Department of Marine and Fisheries, &c.—*Con.*

NOVA SCOTIA—*Con.*

	No. of Buoys.		No. of Buoys.
River John (stakes)	3	Three fathom harbour	5
Roseway	3	Tidnish	5
St. Anns	5	Tusket (two contracts), (3 spindles)	30
St. Mary river	8	Upper Prospect	4
St. Mary river, up to Sherbrooke	18	Wallace	15
St. Peter's bay	16	West bay	3
St. Peters inlet	10	West Dublin and Crooked channel	13
Sambro	12	Westport	3
Shag harbour	13	Weymouth	13
Sheet harbour	9	Whitehead	9
Shelburne	25	Yarmouth	50
Ship harbour	9	Maintained by agency—	
Ship rock	1	(whistling buoys)	12
Shulee	8	(bell-buoys)	30
Smith's island	1	(conical and can-buoys)	182
Sydney	2	(gas-buoys)	3
Shad bay	3	(combined gas and bell-buoys)	4
Sober island to Ecum Secum	21	(combined gas and whistling)	24
Tangier	4	(light vessels)	2
Tatamagouche 46 stakes and	18	Submarine Bell signal stations	3
Terrence bay	3	Submarine Bells attached to gas-buoys	3
Tor bay	19		

LIST of Buoys in the Waters of British Columbia.

(GAS-LIGHTED BUOYS EXCEPTED.)

Name of Buoy.	Position.	Description.
Hesquiat	Fairway harbour entrance	Black and white steel whistle, vertical stripes.
Half-tide rock	Hecate passage, Clayoquot sound	Red platform ball.
North bank	" "	Black platform drum.
Vargas rock	" "	Red platform ball.
Meares spit	Deception channel "	Black platform.
Stubbs spit	Stubbs spit "	"
Browning passage	West end of pass "	Red and black H.B. spar.
"	North shore bank "	Black spar.
"	Middle bank "	Red spar.
Hankin rock	Mosquito harbour "	Red and black platform.
Round island (north)	Round island bank "	Black spar.
" (south)	Templar channel bank "	Red spar.
Templar channel	Village island "	Black drum, steel can.
Amphitrite point	Carolina channel, Barkley sound	Red steel whistle.
Sutton rock	Ucluclet harbour "	Red and black H.B. platform.
Rosedale rock	Race rocks, Juan de Fuca strait	Black steel can.
Whale rock	Esquimalt harbour	Red and black H.B spar.
Patterson rock	"	Black platform.
Canteen	"	Red platform.
Channel rock	Pelly islet, Victoria harbour	Black ball platform.
Songhies rock	Songhies point, Victoria harbour	Black spar.
Hospital rock	Marine hospital "	Black ball platform.
Johnstone reef	Haro strait	Black steel can.
Darcy shoal	Darcy island, Haro strait	"
Sydney split (east)	Sydney island, Sydney channel	"
" (west)	" "	Red steel conical.
Sydney wharf (south)	Shoal, Sydney wharf, Vancouver island	Red spar.
" (north)	" " "	"
Sydney rock	Rock " "	Red platform.
Colborne passage (south)	Colbourne passage	Black drum platform.
" (north)	"	Red ball platform.
Celia reef	Shute passage	Red steel conical.
Entrance point (Kelp rock)	Satellite channel	"

List of Buoys in the Waters of British Columbia.—*Con.*

(Gas-lighted Buoys Excepted.)

Name of Buoy.	Position.	Description.
Batt rock	Ganges harbour	Black steel can.
Horda rock	"	Black ball platform.
Benmohr rock	Trincomali channel	Red and black ball H.B. platform.
Governor rock	"	Black ball platform.
Victoria rock	"	Red and black H. B. steel can.
Virago rock	Porlier pass	Black spar.
Porlier Pass fairway	"	Black and white steel bell, vertical stripes.
Grappler reef	Houston passage	Black steel can.
Indian reef	Shoal islands, Stuart channel	"
False reef	Stuart channel	Red and black H. B. steel can.
White rock	Trincomali channel	Red steel conical.
Southeast	False narrows	Red spar.
Middle	"	"
East	"	Black spar.
West	"	"
Rosenfeld reef	Strait of Georgia	Black steel Cage can.
Gossip reef	Active pass	Black steel bell.
Sandheads	Channel across Sandheads	Four black steel conical.
Point Grey fairway	Burrard inlet	Eight red steel conical.
First narrows	South side of Narrows	Red steel bell.
Burnaby shoal	Vancouver harbour	Red spar.
Reef point	Strait of Georgia	"
Welcome pass	Welcome point	"
Tattenham ledge	" pass	"
Snake island reef	Snake island	Red steel conical.
Horsewell reef	Horsewéll bluff	Red steel conical.
Clarke rock	Inner channel	Black platform.
Entrance	Nanaimo harbour	Black triangle platform.
Gallows point	"	Red ball platform.
South channel	"	Black diamond platform.
Middle bank	a	Red ball platform.
South channel (west)	"	Black diamond platform.
Satellite reef	"	Red ball platform.
Middle bank (southwest)	"	Red spar.
" (west)	"	"
Carpenter rock	"	White ball platform, remainder black.
Mill stream	"	Black platform.
Passage rock	New Castle island passage	"
Departure bay reef	Departure bay	Red platform.
Hornby wharf reef	Lambert channel	Black spar.
Dorcas rock	Dorcas point, Vancouver island	"
Reef, bluff (south)	Baynes sound	Red triangle steel conical.
" (west)	"	Red steel conical.
Village point	"	" "
Kelp bar crossing (west)	"	Red spar.
" (east)	"	"
Atrevida reef	Malaspina strait	"
North reef	North end, Texada island	Black spar.
Cortes island	Baker passage	Red steel conical.
Whaleton rock	Whaleton bay	Red spar.
Siwash rock	Johnstone strait	Black spar.
Ripple reef	"	"
Swan rock	Addenbrooke point, Fitzhugh sound	"
Walbran rock	Fisher channel	Red and black steel can.
Bloxam bank	Telegraph passage, Skeena river	Black spar.
Centre bank	Skeena river	Red steel nun.
Hazel point	Middle passage, Skeena river	Red spar.
Casey point	Prince Rupert harbour	Red steel conical.
Tugwell reef	Metlakatla	Black spar.
Harbour channel (west)	"	Black platform.
" (east)	"	"
Sparrowhawk rock	Cunningham passage	Red and black H. B. steel can.
Hankin reefs	"	Red platform.
Dodd passage	Port Simpson	Black spar.
Harbour reefs	"	Red steel conical.

List of Gas Lighted Bell and Whistling Buoys established in British Columbia, 1907-8.

Name of Buoy.	Position.	Description.
Kestrel Rock	Gas Buoy	Prince Rupert.
Spire Ledge	"	"
Barrett Ledge	"	"
Ellinor Rock	"	Charham Sound.
Alford Reef	"	"
Hodgson Reef	Gas and Whistle	"
Skidegate Bar	" "	Hecate Straits.
New England Rock	" "	"
Kyuquot Bar	" "	"
Vancouver Rock	" "	Milbank Sound.
Dall Patch	" "	"
Haddington Reef	Gas and Bell	Broughton Straits.
Comox Bar	" "	Gulf of Georgia.
Sturgeon Bank	Gas, Whistle and Bell	"
Swiftsure Bank	" " "	Off Juan de Fuca Straits.

Spare Buoys. Agency, Marine and Fisheries, Victoria, B.C., June 9, 1908.

2 10-foot platform buoys.
1 9-foot platform buoy.
8 Steel can buoys.
3 Steel conical buoys.
3 8½-foot gas buoys.
3 9-foot gas and whistling buoys.

OIL FOR USE OF LIGHTHOUSES.

The department invited tenders for lighthouse oil and the tender of the Canadian General Supply Company, Limited, was accepted. A contract was entered into and 152,261 gallons were purchased from the company for the lighthouses in the Dominion excepting British Columbia.

The specification of the oil was the same as in former years and required the oil to weigh at 62° Fahrenheit, not less than seven pounds nor more than eight pounds per gallon and to withstand a flash test of 115° Fahrenheit.

Oil of a very much higher grade was required for the dioptric lights and this was purchased in New York. The American oil was made according to the Washington Lighthouse Board specification and about 25,000 gallons were used.

The contract price per imperial gallon for the Canadian oil delivered was as follows :

Delivered at	Per Gal. In Barrels.	Per Gal. In Cases.
Sarnia, Ont.	16½c.	21c.
Kingston, Ont.	17⅝c.	22½c.
Port Dalhousie, Ont.	17¾c.	22¾c.
Montreal, P. Q.	18¼c.	23c.
Quebec, P. Q.	18½c.	23½c.
St. John, N. B.	18½c.	23½c.
Gloucester Junction, N.B.	.....	24c.
Newcastle, N. B.	.....	24c.
Dartmouth, N.S.	18½c.	23½c.
Pictou, N.S.	19c.	23⅞c.
Charlottetown, P.E.I.	19½c.	24½c.

Allowance for empties:—Barrels, $1 delivered at Montreal, Quebec or Sarnia. Cases (containing two cans) 45 cents each case, if delivered in good order.

The American oil cost 23½ cents per wine gallon in New York.

The oil for British Columbia was purchased from the Imperial Oil Company at 25½ cents per imperial gallon, and 13,175 gallons were consumed.

CORRESPONDENCE.

About 38,190 letters were received in the department during the twelve months ended March 31, 1908. The correspondence was carefully examined and replied to as far as necessary. About 20,000 letters were sent out during the same period. Registered letters inclosing cheques sent out by the accountant's branch, forms, reports, circular letters and notices inviting tenders, are not included in the number of letters addressed to this department or sent out.

These forms are numerous and require special attention, as the matters to which they refer are important.

In the records branch of the department, the letters received are carefully examined, entered in the record book, placed on file, and the copy of the reply attached, so that the letters and answers can readily be seen and any subject easily followed up.

MERCHANT SHIPPING.

The total number of vessels remaining on the register books of the Dominion, on December 31, 1907, was 7,528, measuring 698,688 tons, being an increase of sixteen vessels and 44,509 tons register as compared with 1906; of this amount nearly 30,000 tons were transferred from Great Britain. The number of steamers on the register books, on the same date, was 3,007 with a gross tonnage of 471,795 tons. Assuming the average value to be $30 per ton, the value of the registered tonnage of Canada, on December 31 last, would be $20,960,640.

The number of new vessels built and registered in the Dominion of Canada during the last year was 392, measuring 38,410 tons register. Estimating the value of the new tonnage at $45 per ton gives a total value of $1,728,450 for new vessels.

The list of vessels is published in the report called List of Shipping. In that report is a statement showing the tonnage of each of the maritime states of the world and that Canada ranks tenth in the list of countries, but the registered tonnage of the Dominion is not given, owing to the fact that Canadian shipping is included in the tonnage of Great Britain.

DOMINION STEAMERS.

'MINTO.'

The *Minto* is a single screw steel steamer built in 1899, length 225 feet, beam 32 feet 7 inches, depth of hold 18 feet, net tonnage 372, gross tonnage 1090, indicated horse-power 3,150.

At the beginning of the fiscal year 1907-8, the steamer *Minto* was on the Georgetown-Pictou route making tri-weekly trips until May 4. She then went on the Char-

lottetown-Pictou route where she plied until May 21, when the summer service was resumed by the Charlottetown Steam Navigation Company.

Application was made by the company for the use of the *Minto* while their steamer *Northumberland* was on the slip at Pictou and the *Minto* was plying between Pictou and Charlottetown, from May 25 to 31.

The *Minto* was placed on the slip at Pictou on June 4, and her bottom was painted and she was launched on the 7th of the same month. The ship proceeded to Quebec on the 8th to enter into the service of the Governor General, arriving on June 10. The steamer remained at Quebec cleaning and painting until June 22, and began her trip with His Excellency on board, on the 23rd.

This service was completed on August 23 at Quebec. On August 26, the *Minto* left Quebec for Charlottetown and remained at the latter port until September 9, when she was again put on the slip at Pictou undergoing repairs until October 10. The work of overhauling the steamer and making repairs was continued at Pictou until December 3, when she returned to Charlottetown and entered upon the winter service.

The *Minto* continued on the Charlottetown-Pictou route until January 8, 1908. On the 9th of the same month the *Minto* was placed on the Georgetown-Pictou route but remained only two days on that route. On January 11 the steamer resumed her trips on the Charlottetown-Pictou route, but was compelled in consequence of ice to return to the Georgetown-Pictou route on January 15, 1908, ending winter service March 31, 1908.

Two short interruptions in the winter service occurred during the season, namely, when the ship left Georgetown on February 12, and did not arrive at Pictou until the next day. The other occurred when the *Minto* made a special trip from Georgetown with a load of seed oats to be shipped to the Northwest for seed.

The following statement shows the earnings of the *Minto* for the fiscal year:—

148,075 packages freight, 8,212, 1,700, 2,000 tons	$10,168 79
2,850 passengers	4,454 25
1,456 meals	728 00
594 berths	499 00
	$15,850 04
Charlottetown Steam Navigation Company, 9½ days	412 44
	$16,262 48

'STANLEY.'

The *Stanley* is a single screw steel steamer built in 1888, length 207 feet 9 inches, beam 32 feet, depth 17 feet 9 inches, net tonnage 395 and gross tonnage 914; indicated horse-power 2,540; steam pressure 160 pounds per square inch.

At the beginning of the fiscal year 1907-8, the *Stanley* was performing mail service and carrying passengers between Georgetown and Pictou and making tri-weekly trips. The service was continued on this route until May 3, 1907, when the steamer was transferred to the Charlottetown-Pictou route and continued on that route until May 20.

The *Stanley* then began the buoy service around the coast of Prince Edward Island and part of New Brunswick. This service consists of placing large automatic and gas buoys and was completed on June 7.

It was decided to send the *Stanley* to Scotland to have extensive repairs made in the shipyard in which she was built.

The ship had been in the winter service between Prince Edward Island and the mainland since the year 1888, and required extensive repairs and new boilers. The *Stanley* left Georgetown on June 16 and arrived at Glasgow on the 25th of the same month. She was immediately placed in the hands of the shipbuilders and was undergoing the repairs until November 9. On November 12, the steamer left Glasgow for Charlottetown, but in a gale on November 14 the steamer shipped so much water that the pumps became choked and the vessel was put back to the nearest port. It was necessary to procure more coal at Moville and on November 19 she again left for Charlottetown and arrived there on December 1.

On December 7, the *Stanley* began the winter service between Charlottetown and Pictou, N.S. The ship remained on that route until January 8, when she was transferred to the Georgetown-Pictou route and continued between Georgetown and Pictou until March 31.

Only three interruptions occurred to the regularity of the ship's trips. One when the vessel was from February 12 to 13, on the trip from Georgetown to Pictou, the other, on another trip, the *Stanley* was from March 11 until 13th fast in the ice most of the time. On March 1, a special trip was made for the purpose of carrying seed oats for the Northwest from Georgetown.

The following statement shows the earnings of the *Stanley* for the fiscal year.

139,882 pkgs. freight, 7,629, 1,110, 2,000 tons	$ 9,805 70
3,053 passengers	4,393 50
2,108 meals	1,054 00
747 berths	640 00
	$15,893 20

'MONTCALM.'

The *Montcalm* is a twin screw steel vessel, length 245 feet, beam, 40 feet 6 inches, depth of hold 15 feet 7 inches, net tonnage, 3,508; gross tonnage 550. Indicated horsepower 4,350 at steam pressure of 220 pounds.

The *Montcalm* left Quebec for a cruise in the entrance of the Gulf of St. Lawrence and Straits of Cabot, early in the spring of 1907. She assisted incoming vessels through the ice and supplied valuable information to shipping through the Marconi Wireless Telegraph as to location, state, movement and direction of the ice, &c.

The vessel was employed for nearly two months transferring mails to and from ocean vessels off North Sydney; she then went to Pictou to take down the necessary supplies and Marconi operators with equipment for opening of Marconi wireless telegraph stations on the south and north coasts of the Gulf of St. Lawrence, Straits of Belle Isle as well as off Cape Race. She then returned to Quebec, was docked and resumed her lighthouse work.

The vessel met with a serious accident on November 22, 1907, while picking up the Marconi operators at Pointe-au-Maurier, by striking an unknown and uncharted rock in Watagheistic Sound. Salvage pumps were installed on board and the *Montcalm* proceeded under her own steam to Quebec and was docked for the winter and complete repairs were made.

'DRUID.'

The *Druid* is a steel twin screw vessel length 160 feet, beam 30 feet, depth of hold 12 feet 5 inches, net tonnage 149, gross tonnage, 503.

The *Druid* was commanded as usual by Captain Chas. Koenig, superintendent of buoys and inspector of lighthouses for the Quebec district, extending from Portneuf above Quebec to Father Point, a distance of 185 miles.

The *Druid* was constantly employed in placing, keeping in position and taking up numerous gas and other buoys, and maintaining a large number of beacons and day marks.

This steamer towed *Red Island, White Island* and *Prince Shoal* lightships to and from their stations and supplied them with coal and other material during the season of navigation. The vessel also transported working men to repair lighthouses and was constantly kept under steam to replace gas buoys or remedy different lights or for any other accident to aids to navigation in the river.

'EUREKA.'

The *Eureka* left Quebec early in the spring and returned late in the fall. She was employed in embarking and disembarking pilots off Father Point.

The steamer wintered in Louise Basin in Quebec; while there a new deck was put on and a few alterations made which rendered her more efficient for the service. The machinery was overhauled and the ship put in good working order.

'ARCTIC.'

The *Arctic* is a wooden screw vessel, length 165 feet 4 inches, beam 37 feet 2 inches, net tonnage 518, gross tonnage 762, nominal horse-power 44.

The *Arctic* under command of Captain Bernier, arrived at Quebec on October 19, 1907, from her cruise to the northern regions; she wintered in Louise basin, and the machinery was overhauled and alterations made to the crew's living quarters, also a new powerful windlass was supplied her.

'CHAMPLAIN.'

The *Champlain* is a single screw steel steamer, length 120 feet, beam 30 feet 3 inches, net tonnage 225, gross tonnage 522.

The *Champlain* was employed during the winter of 1907 as a ferry boat between Rivière Ouelle, Cap-a-l'Aigle, Murray bay and St. Irenée.

The *Champlain* was placed in the dock at Quebec, in June last, and put in first class order for the summer months.

The vessel carried during the year 10,000 passengers, a large quantity of freight, baggage, mail, &c. The receipts for the fiscal year ending March 31, 1908, amounted to $6,422.28.

'ARANMORE' AND 'WM. HACKETT.'

The steamer *Aranmore'* and tug '*Wm. Hackett'* were chartered and employed to carry working men and material required at the different stations where lighthouses were constructed. This work could not have been done by the *Montcalm* as she was occupied at other work during a great part of the season.

'ABERDEEN.'

The *Aberdeen* is an iron screw steamer 180 feet in length, 31 feet in breadth and 16 feet deep with a gross tonnage of 674 tons.

This steamer was employed from April 1, 1907, at placing submarine bells off Chebucto Head and buoys up to the 22nd of the same month. The vessel was then placed in dry dock cleaned and painted. Repairs were also made to the machinery and hull. Supplies for Cape Race, Newfoundland and Sable island, were taken on board and the vessel sailed on May 26. She returned to Halifax on June 12, but owing to smallpox being on board, the vessel was compelled to remain at quarantine until June 27. Another trip was made to Cape Race with lighthouse supplies, the vessel sailing from Halifax on July 2. On her return voyage the *Aberdeen* went to Escuminac, New Brunswick, to land lumber and boilers for the fog alarm. When this work was completed the steamer proceeded to Cape North and landed lumber and boilers for the fog alarm at that place.

Another trip from Halifax, on August 4, was made to Cape North and Hawk Island with lighthouse supplies and the vessel proceeded to East Point, Prince Edward Island and landed a boiler for the fog alarm. The steamer was engaged in conveying supplies to lighthouses on the eastern shore of Nova Scotia until September 19; she then was sent to Prince Edward Island to put out gas buoys at Point Prim and Bedeque bay. From there the vessel supplied lights on the north shore of Cape Breton and was generally employed up to October 23 in supplying lighthouses and buoy work on the western shore of Nova Scotia, and, until November 13, was in the western shore and Bay of Fundy service.

The steamer prepared for a trip to Sable island and was engaged in that service from November 23, returning to Halifax on December 2 with a cargo from Sable island. From that date until the end of the fiscal year the vessel was engaged in loading supplies and delivering them to lighthouses, picking up coast buoys and placing others, recovering buoys which went adrift, general inspection work, placing winter spar buoys and attending to submarine warnings and signals, placing carbide in gas buoys, delivering coal to fog alarms and various other kinds of service.

'LADY LAURIER.'

The steamer *Lady Laurier* is a twin screw steel steamer, length 214 feet, 9 inches, breadth 34 feet 2 inches, depth 17 feet 2 inches, gross tonnage 1,051, and is fitted with Marconi apparatus.

This steamer was engaged in the buoy service from April 2, 1907, along the coast west of Halifax and Bay of Fundy until May 27. Buoys were then loaded for the eastern shore and the service was attended along that shore making a trip also to Sable island. Return trips were made to Halifax for more buoys and materials. On

July 8, the vessel left Halifax with buoys and carbide to recharge the gas buoys. On this trip winter buoys were picked up and replaced by gas and automatic buoys and a trip made to Sable island from which forty ponies were taken to Halifax for sale. On July 22, the *Lady Laurier* attended to submarine bells and continued her trip east as far as Point Aconi. During August and up to September 23, the vessel was employed in an inspection trip attending coast lights on the eastern coast of Nova Scotia, and made a trip to Cape Race, Newfoundland. During October and November, trips were made to the western coast visiting Yarmouth and St. John, attending submarine bells and appliances.

During December the steamer was attending buoys around Cape Sable and Seal island and supplying lights. From January 2 until the end of the month the vessel was employed supplying the lights on the western coast from Halifax to Lockeport. A trip was made within this period to Sable island to get the Sambro gas buoy which had broken adrift; supplies were also landed on the island. From that point a trip was made to the Cape Breton coast for the purpose of picking up buoys which had gone adrift. During February the steamer was engaged filling gas buoys with carbide and endeavouring to recover a gas buoy which had gone ashore, but was unsuccessful. In March, the buoys in Halifax harbour and eastward to Jeddore were attended, also, the eastern coast and gas buoys one of which had gone adrift. A trip was also made during this month to the west on buoy service and arranging the lightship moorings at Barrington, returning to Halifax with several buoys which had gone ashore.

'LANSDOWNE.'

The *Lansdowne* is a wooden steamer, 188 feet long, 32 feet wide, 15 feet deep with a gross tonnage of 680 tons. She is employed in the lighthouse and buoy service in New Brunswick.

On April 1, 1907, she left St. John with lighthouse supplies. From that date until September 14, she was employed in supplying lighthouses and the *Lurcher* lightship, with necessary supplies, placing and attending to gas, bell and other buoys, along the coast.

She was out of commission from September 14 to 22, undergoing extensive repairs at St. John.

The *Lansdowne* again went into commission on September 23. After taking in coal and other necessary supplies, she left for Brier island when the main derrick gave way, causing some damage to the pilot house which caused some delay.

On October 2, she left for Yarmouth, Nova Scotia, to attend to the Fairway gas buoy, which had broken loose from its moorings, and after much difficulty, towed it to Yarmouth, where it was cleaned. New moorings were ordered from Halifax which did not arrive for some time after, so the ship left Yarmouth on October 5 and returned on the 19th, but owing to heavy winds was engaged in other work and did not set the Fairway buoy until October 31.

From this date until the close of the fiscal year the *Lansdowne* continued to perform her regular service.

The *Lord Kitchner,* a chartered tug was also employed in the lighthouse and buoy service and rendered assistance to the *Lansdowne*.

'QUADRA.'

The *Quadra* is an iron steamer employed in British Columbia and is 174 feet in length, 31 feet beam, depth 13 feet 6 inches, gross tonnage 573 tons.

The *Quadra* was engaged in the waters of British Columbia from April 1 to July 8, in connection with gas beacons from Port Simpson to Seymour Narrows. The steamer was on the Marine Railway slip from July 10 to July 18 and from July 19 to August 26 was engaged in buoy and lighthouse srvice; from September 1 to November 30 she was employed in attending to gas buoys and beacons and from December 1 to January 12 in buoy and light service. From January 14 to March 31, the vessel was under repair.

'MAUDE.'

The ss. *Maude* was chartered on February 27, and was employed in establishing gas beacons up to May 30; from that date to June 10 in picking up naval moorings in Esquimalt harbour. The vessel resumed the work in connection with building gas beacons until July 15. From that date until October 6, she was employed in delivering construction material and supplies to the west coast stations; from October 6 to 17, in landing material for wireless stations; from that date until November 23 in general lighthouse work.

'CASCADE.'

The *Cascade* is a chartered steamer and was engaged from April 1 in buoy service, the conveying of lightkeepers to their stations and transporting fog-alarm and wireless telegraph construction material, coaling fog-alarms and in establishing gas beacons.

'WILLIAM JOLIFFE.'

The ss. *William Joliffe,* a powerful tug, was chartered for the purpose of establishing large gas buoys. She was engaged in this work from September 15 to March 31.

The other steamers of the department were employed in survey, inspection of St. Lawrence river and general service work.

The *Gulnare* was employed in tidal survey work in the Strait of Belle Isle.

The *Bayfield* in hydrographic surveys in Lake Superior.

The *La Canadienne* in hydrographic surveys in the St. Lawrence river.

The *Lilooet* in hydrographic surveys in the waters of British Columbia.

The *Lady Grey, Frontenac* and tugs *Eureka, James Howden, St. Jean Iberville, Lac St. Pierre, St. Francis, Cartier, Emelia, Champlain, Jessie Hume, Montcalm* and *Carmelia* were employed in connection with the St. Lawrence River Ship Channel.

The *Shamrock* in the buoy service between Montreal and Quebec.

The *Scout* and *Reserve* in lighthouse and buoy service between Montreal and Kingston. The *Brant* in lighthouse service in Prince Edward Island. The *Maisonneuve* is principally employed in patrolling the St. Lawrence and Ottawa rivers in connection with the buoy service.

The *Rouville* in pilotage service in the St. Lawrence river.

Three chartered tugs were employed in lighthouse construction work in the St. Lawrence river, and one tug in gas buoy service Georgian bay.

The fishing cruiser fleet consists of the following vessels :

The *Canada, Petrel, Curlew* and *Ostrea* employed in the waters of the maritime provinces, the *Kestrel, Falcon, Georgia* and *North* in the waters of British Columbia, the *Vigilant* in Ontario waters, the *Princess* in Quebec waters and the *Constance* as a revenue cutter under the control of the Customs Department. The *Lady of the Lake* is employed in Lake Winnipeg in connection with the fish hatchery work.

LIGHTHOUSE TENDER AND BUOY STEAMER FOR GEORGIAN BAY.

Public tenders were asked on March 10, 1908, for the construction of a twin screw steel steamer for the Georgian bay lighthouse and buoy service.

The advertisement was inserted in several Canadian papers. Tenders were also asked from the leading ship building firms in Great Britain.

FOUR TENDERS WERE RECEIVED.

Swan, Hunter and Wingham, Richardson, Limited, Wallsend, England, $160,966.67.
Vickers Sons & Maxim, Limited, London, England, $219,360.13.
The Collingwood Shipyard Company, Collingwood, Ont., $217,000.
Polson Iron Works, Toronto, Ont., $249,900.

The tender of Swan, Hunter & Wingham, Richardson, being the lowest, was accepted.

When completed the steamer will be 180 feet long between perpendiculars 35 feet breadth, moulded; 17 feet 6 inches depth, moulded; 11 feet draft, speed at least 12 knots an hour.

She will be supplied with Babcock-Wilcox natural draft water tube boilers, electric lights and classed 100 A.1., at Lloyds.

ICEBREAKING STEAMER FOR STRAITS OF NORTHUMBERLAND.

Tenders have been invited and are now receiving consideration for the construction of an icebreaking steamer to carry passengers and freight between Prince Edward Island and the mainland. The specification and plans provide that the steamer shall be of larger dimensions, more powerful, stable and of greater speed than the *Stanley* and *Minto*.

METEOROLOGICAL SERVICE.

There are now 434 stations from which observers report to the central office at Toronto. The increase of stations from last year numbers 11; at 39 of the stations salaries are paid and three observations taken daily and telegraphed to Toronto. These 39 stations are distributed at nearly equal distances throughout Canada and at 49 other points observers receive remuneration for a more or less extended series of observations. Special observations during the summer months are collected at Winnipeg, from 24 stations in the western provinces and with other information from Toronto a bulletin service is maintained throughout the provinces, for which remuneration is allowed. For the special telegraph service seven persons are employed and eighty-

nine are paid for attending to the display of storm signals. A large number of volunteer observers furnish climatic data used in the preparation of the meteorological reports.

Since the issue of the last annual report, 26 stations have commenced reporting but for various reasons 11 other stations have ceased reporting.

Forecasts have been issued twice daily and 2,306 storm warnings; of the warnings 93·9 per cent were verified.

Inspection was made of the telegraph reporting stations with the exception of Dawson-Atlin and Barkerville. An officer could not be spared a sufficient length of time to visit these outlying districts. Stations, where the highest and lowest temperature and the rainfall are recorded daily, have been occasionally visited for inspection of the instruments.

The monthly weather map, published promptly on the 3rd and 4th of every month shows the meteorological conditions of the month closed, as regards temperature and precipitation and seems to be much valued by agriculturalists and others.

With the double object in view of obtaining climatic data from Canada's north land and of obtaining continuous barometric observations from the northern portions of the continent, six stations lying between H. McMurray, on the Athabasca river and the Artic coast, will be supplied with full meteorological equipments.

The seismographs at Toronto and Victoria, B.C., have been kept in operation throughout the year. At Toronto, sixty disturbances large and small have been recorded, and sixty-three at Victoria.

The time exchanges with Montreal, Quebec, St. John and Toronto have been carried on as usual and registered on the chronograph in Toronto.

Sun spot observations have been continued at Toronto. A most successful observation of the transit of Mercury across the disc of the sun was obtained at the observatory.

The self recording instruments have been kept in continuous operation throughout the past year. An officer was assigned for magnetic survey duty in the western provinces and it is proposed to extend this survey to the Gulf of St. Lawrence and possibly to the shores of Hudson bay.

The report of the director of the meteorological and magnetic service forms Appendix No. 8 to this report.

CRUISE OF THE GOVERNMENT STEAMER 'ARCTIC' TO HUDSON STRAIT AND NORTHERN WATERS.

The steamer *Arctic,* under command of Captain J. E. Bernier, whose commission was authorized by order of the Governor General in Council on July 23, 1906, began her cruise from Quebec on the 29th day of July, 1906.

The steamer had on board provisions for three years and 530 tons of anthracite coal . The ship's company consisted of nine officers, one Custom House officer, an electrician and a crew of thirty men including engineers and petty officers.

The report of the cruise is published separately from this report and contains information on the movements of the steamer in Hudson strait, Davis strait, Baffin bay, Navy Board inlet, Admiralty inlet, Prince Regent inlet, Lancaster sound, Barrow strait, Melville sound, Lady Ann strait and other Arctic regions.

The *Arctic* went as far west as Melville island, in lat. 76° 6 N., and long. 106° 2 W., which place was reached on August 29, 1906. The steamer returned from Melville island and anchored in Albert harbour, Ponds inlet, in lat. 72° 40 N., and long. 77° 58 W., on September 9. The return to Albert harbour was made with the expectation of meeting the whaling vessels for the purpose of issuing licences, but as the fleet had not arrived at Albert harbour, it was decided to remain at that point during the winter and resume the voyage north in the spring or summer. The *Arctic* remained in winter quarters until July 27, 1907, and then proceeded north to North Lincoln, lat. 76° 20 N., long. 81° 30 W., arriving there on August 12. The return voyage was then made to Port Burwell at the eastern entrance to Hudson strait, where the steamer arrived on September 2, 1907.

Some time was spent in Port Burwell in taking soundings in the inner harbour and in building some day beacons in the inner and outer harbours. A wooden range to show the best anchorage ground was also built. While at Port Burwell the Captain ascertained that navigation is open from July 12 to November 15, on an average. The *Arctic* returned to Quebec on October 19, 1907.

The most important work accomplished by Captain Bernier was the annexing of a number of islands to the Dominion of Canada, raising the Dominion flag, building cairns and depositing documents proclaiming the fact that the land was taken possession of in the name of Canada and in accordance with the granting of the northern islands and lands, the possessions of Great Britain, to Canada.

Whaling licenses were issued to five vessels for the years 1906 and 1907. The whaling vessels were not met with in 1906, as already stated, and licenses were therefore given to the captains and the fees collected for both years. In addition to this, customs duties were collected for articles supplied the natives by the whalers.

The report of Captain Bernier supplies useful information on the fisheries of the Arctic waters and the hunting of narwhals and catching of seals. The right whale is decreasing and the pursuit of whaling has dwindled to a very few vessels sent out by Scotch and American owners. One right whale only was seen by the crew of the *Arctic* during the two summers the vessel was in the Arctic regions. Large numbers of white whales were seen in Navy Board inlet, Admiralty inlet, Prince Regent strait and Port Leopold and Erebus bay. The white whale is generally found in the neighbourhood of small streams and is easily captured. Narwhals were met at the same places as the white whales. The narwhals are captured by the natives for their ivory and oil, and are also used for food.

The walrus are taken in the vicinity of Ponds inlet and on the coast of Baffin land, by whalers, the skins having increased very much in value in recent years.

Large numbers of seals were seen in Jones sound, also in Ponds inlet, Eclipse sound, Navy Board inlet, and they abound in Admiralty inlet. They form the principal food of the natives of Baffin land.

Salmon are found in all rivers in Baffin land, Cockburn island and North Somerset. They are especially plentiful in Salmon river, Ponds inlet, Arctic sound, Milne inlet and Admiralty inlet, all within lat. 72° N. to 74°, and from 75° to 95° W. longitude.

Codfish abound in Ungava bay during August, September and part of October,

and seals are plentiful in the same bay in fall and spring. Salmon and trout are found in all streams.

The islands and lands formally annexed to Canada during the expedition in the year 1908, are Bylot island in Baffin bay, Cornwalis island, Griffiths island, Lowther island and Russell island in Barrow strait and Bathurst island, Byam Martin island, Melville island, Prince Patrick island and Eglinton island in Melville Sound. The extreme western part reached was a point named by Captain Bernier 'Arctic Point,' after the name of the steamer *Arctic,* in latitude 75° 0. N., and long. 106° 02. W. In the year 1907, the following places were formally taken possession of in the name of Canada, in Jones Sound, North Lincoln, Grinnell Land, North Kent, Amund Ringnes Land, land formerly named Finlay Land, Graham Land and other divisions of land which will be found enumerated in the report. The islands adjacent to all the islands and lands mentioned are now claimed as Canadian territory. Documents containing records of the proclamation were deposited in cairns.

Some discoveries, of islands not marked on any chart, were made by Captain Bernier and possession taken in the name of Canada. Names were given various unnamed places at which Captain Bernier landed and also to headlands, peninsulas and islands observed by him during the cruise.

The names recorded in the report of Captain Bernier are as follows:—Canada Point on Bylot island was named after the fishery cruiser *Canada*; the point is in lat. 73° 22 N. and long. 80°, 50 W.; Baillargee inlet, lat. 73° 37 N. long. 83° 50 W. Lord Strathcona inlet; Kackitos Peak, Ekertoo Peak, Sassilook and Berlinguett bays, Brodeur peninsula, Vanasse bay, Prud'homme inlet, Moffet inlet and Levasseur inlet; the peaks, bays, inlets and peninsulas named with the exception of Canada Point are within Admiralty inlet; Gourdeau Point the southern point of Lowther island and Dobell Point, Griffiths island, Edwards Point, Coburg island were also named. An island near Albert harbour in Baffin Land was named Beloil island and a mountain upon which the Canadian flag was raised was named Morin mountain. The flag was raised on the King's Birthday in celebration of the day and as a token of taking formal possession of Baffin Land for Canada.

During the cruise, caches were built at several points and provisions stored for future use, if necessary, in accordance with the custom followed by all expeditions.

Captain Bernier relates some interesting facts in connection with finding provisions, documents and articles left by previous explorers. One of the most interesting incidents was the finding on Beechy island, Erebus bay, the tablet erected in memory of Franklin, by Lieut. McClintock, R.N., who landed in 1858.

The inscription on the marble tablet is in memory of Franklin, Crozier, Fitzjames and their brother officers and companions who perished in the cause of science and service of their country. The tablet was erected where Franklin passed his first Arctic winter. It was lying flat on the ground and the crew of the *Arctic* built a cement foundation and placed the tablet in an upright position. They also painted a head stone which had been erected in memory of three men of the crews of the *Erebus* and the *Terror.* A cairn built by the crew of the *Northern Star* in 1854, was opened and records of the movements of the *Arctic* were deposited therein. This cairn is close to the tablet on Beechy island, 642 feet above the sea level.

Some records of the expedition under A. P. Low, B.Sc., officer in charge of the *Neptune* sent out by the Dominion government in 1903—were also found on Beechy island and a cache left by the commander of the Norweigian vessel *Gjoa* at Port Leopold. This cache being in an open condition a shelter house was built over it.

Interesting and valuable information was obtained from Captain W. F. Milne with regard to the best harbour on the east side of Baffin Land. This harbour is named after the Scotch whaler *Tay* and anchorage can be found in every part of the harbour. A safe course south along the coast from Navy Board inlet in lat. 73° N. long. 81° W., to Black Lead, lat. 65° N. long. 65° W., in Cumberland gulf, is described in the report of Captain Bernier.

Interviews were held with Moravian missionaries at Port Burwell and elsewhere, and valuable information respecting the habits, social condition of the natives and their methods of hunting and fishing, will be found in the narrative of these interviews.

Meteorological observations were recorded by the missionaries and copies were furnished Captain Bernier. A meteorological journal was also kept on board the *Arctic*, together with a record of the thickness of the ice in Albert harbour during the period the steamer was in that harbour. The ice formed on October 20 in the harbour and was 2 inches thick on that date. The harbour ice was 44 inches thick on March 9, and outside the harbour was 65 inches in depth on April 6. The ice broke on July 20 in Albert harbour, and the vessel left for sea on the 27th of the same month.

The physical features of the islands and the mainland are described and information respecting the adjacent waters given. The more prominent headlands and other landmarks are mentioned and several islands, bays, inlets and reefs not indicated on any published charts are specially described.

The ice conditions, from the time the *Arctic* entered northern waters until her return to Belle Isle strait, were carefully recorded. An interesting list of terms of the various forms which the ice assumes during its movements will be found in the report. The effect of the different ice formations, upon the course of the steamer, furnishes information respecting the difficulties of Arctic navigation and the privations and hardships to which explorers and whalers are liable.

Captain Bernier has arrived at a conclusion, from observation and knowledge obtained from others, on the question of open navigation in Hudson strait and bay. The average time of the closing of navigation for the eastern entrance of Hudson strait is about the last of October. The closing of navigation so early is due to pack ice drifting on the coast of Hudson strait. The northern current partly enters the north side of the strait and partly closes on the Labrador coast. This fact is well established by the filling up with ice of the northern harbours and Port Burwell at the entrance of the strait, while the western part of the strait and Hudson bay are free from ice. Hudson bay is never frozen with the exception of a few miles around the margin. Fort Churchill is often open in the first weeks of November and can easily be kept open with a suitable icebreaker.

Port Burwell at the eastern entrance to Hudson strait is described as a good harbour and with aids to navigation will eventually become a harbour of some importance or perhaps a port of call. Soundings were taken of the inner harbour and a few red and black buoys placed.

Captain Bernier made some extracts from the report of an official visit of the Governor of Newfoundland to Labrador and the extracts are embodied in the report of the expedition of the *Arctic*.

REPORTS OF AGENTS OF THE DEPARTMENT.

The reports of the agents of the department at Halifax, N.S., St. John, N.B., Quebec, Charlottetown, P.E.I., Victoria, B.C., and Montreal were received. These reports contain information relating to the construction of lighthouses, the moving of the steamers under the control of the agents, particulars relating to repairs to lighthouses, the placing of new buoys and maintaining the system of buoys. The works in the agencies where workshops are established are reported upon, also the delivery of lighthouse supplies to the various lighthouses by the agents or superintendents of lighthouses where there are superintendents. Much detailed information is furnished respecting the operations in these agencies. The correspondence between the department and the agents was large for the year 1907. Instructions were given directly to the agents relating to the carrying out of the work and matters of importance which arose in the agencies were referred to the department for decision.

The agent at Halifax is J. Parsons; St. John, F. J. Harding; Quebec, Theo. Beland; Victoria, J. Gaudin; Charlottetown, A. Lord; Montreal, U. P. Boucher. These officers have assistants under their direction, and, in Qubec, Nova Scotia, and New Brunswick, there are superintendents of lights. The superintendent of lights for the district above Montreal is Mr. P. Harty, and his office is in the department.

REPORT OF THE SUPERINTENDENT OF LIGHTS ABOVE MONTREAL.

The steamer *Midland Queen* was employed for the trip of inspection of lighthouses and delivery of supplies for the season of 1907, for the district above Montreal. This district embraces lighthouses and fog alarm stations in the River St. Lawrence above Montreal, Lake Ontario, the mouth of the Niagara river, Lake Erie, Detroit river, Lake St. Clair, Lake Huron, Georgian bay, St. Mary's river, Lake Superior and Kaministiquia river, as well as the Upper Ottawa river as far as Des Joachim and the Lower Ottawa river to the junction of the St. Lawrence.

The work consisted in inspection of lighthouses and fog-alarm stations and the delivery of supplies to these stations. In some few instances it was possible to deliver the supplies direct from the steamer, but in the great majority of cases it was necessary to transfer the supplies from the steamer to small row boats and from these to the stations. It might be well to mention that almost all of the lights are inaccessible except by small boats. In fact the pier lights are about the only ones that can be reached by the steamer and some of these, on account of the shallow water, have to be served with the small boats.

Most of the light stations are provided with a boat, in some cases a flat boat, in others a skiff or a sail boat. Of these there are eighteen flat boats, one hundred and two skiffs, and fifty sail boats.

The oil delivered in 1907 comprised some 1,660 cases or 14,110 gallons, 180 barrels or 8,100 gallons making a total of 22,210 imperial gallons of Canadian oil. In addi-

tion to this there were some 124 cases or 1,240 wine gallons of American oil delivered to four stations with dioptric lights.

Lightkeepers on Lake Superior were instructed generally to put their lights in operation about April 26, and to keep them in operation until about December 10. It might be well to mention that the date of opening the lights was considerably later than that of previous years on account of ice conditions. The keepers on Lake Huron Georgian bay, Lake St. Clair, Lake Erie, Lake Ontario, and connecting waters were instructed to use their own discretion to some extent in putting their lights in operation, namely to open their lights as soon as navigation opened. Generally speaking they were instructed to keep their lights in operation until December 15. The lights in the St. Lawrence river were kept in operation as long as navigation remained open. Wherever a ferry service exists along the route the lights are kept in operation continuously during the year. This condition prevails at Gull island in Lake Ontario, Gore bay on Lake Huron, Cobourg and Ports Dover, Stanley and Burwell. At Gore bay the light is kept in operation during the winter months for the purpose of aiding travellers to cross on the ice from Spanish river to Gore bay.

During the year 1907, six of the keepers died and three were superannuated.

In general, the lighthouses were kept in excellent condition as regards cleanliness and general repairs. In only a very few cases was it necessary to reprimand the keepers for their conduct in this respect. Several improvements have been made in the lighthouse service bringing it up to a high standard of efficiency.

There are 237 light stations, 324 lights, 20 fog alarms, and 215 lightkeepers.

LIFE SAVING SERVICE.

The agent has reported upon the life saving service in Nova Scotia. Superintendent S. C. Campbell was sent to Westport, Brier island, to experiment with a gasoline motor fishing boat.

An agreement was entered into for a boat used in daily fishing in the Bay of Fundy, with Coxswain Thomas and a crew of four men and an engineer to be ready to go to any vessels or mariners in distress. Three schooners were helped off the rocks and one motor boat hopelessly broken down in the bay, restored safely to Westport. The question of employing fishermen in motor boats, received the attention of the department. The crews of fishing boats are the best boat handlers and shipwrecked crew savers obtainable in Canada. The boats are readily managed, more quickly got ready for action, more speedily organized and the most economical for life saving service now in sight. The agent of the Nova Scotia agency has reported that the method is simple, economical and successful.

At Charlottetown a new life-boat has been placed and life-boat house built, a station has also been established at Cascumpeque. Three wagons were bought for transporting these life boats.

Life-boats were placed at Souris on the eastern coast of Prince Edward Island. A station was also established at Escuminac in New Brunswick.

A trail on the west coast of British Columbia in connection with life saving, has been begun and up to December 31, twenty-four miles had been completed, at a cost of $33,358.82.

A life saving station was established at Ucluelet where a boat house and slip were built and the crew took charge on January 10. A motor boat has been built under contract and sent to Banfield, B.C., and the service begun on January 10. A life boat station has been established at Clo-oose, but owing to the difficulty of getting a crew the boat has not been in commission. A station has been established at Clayoquot, and the life boat was put in charge of a coxswain and crew on January 10 last. A list of the life-boat stations appears as Appendix No. 14 to this report.

DOCKYARD AND GROUNDS AT HALIFAX.

The appearance of the naval dockyard and grounds was improved during the season. The dockyard is now used for departmental purposes in storing lighthouse material, buoy anchors, chain and lighthouse repairs and equipment. Part of the building was assigned to the Admiralty Hydrographer, which he occupies as an office for himself and assistants. A place has also been assigned him for storing and repairing the gear and material of his vessel.

STEAMBOAT INSPECTION.

Canadian registered vessels inspected during the fiscal year numbered 1,690; gross tonnage 367,799. Vessels inspected but not registered in the Dominion numbered 154; gross tonnage 226,855 tons. The amount of fees collected for inspection was $4,414.26.

The total expenditure in connection with inspection amounted to $42,210.43, but part of this expenditure was for Dominion steamers and fog-alarms.

NAMES OF INSPECTORS.

Name.	Position.	Address.
Edward Adams	Chairman of Board of Steamboat Inspection	Ottawa.
M. P. McElhinney	Inspector of Hulls and Equipment	Ottawa.
I. J. Olive	" "	St. John, N. B.
Chas. W. Sealey	" "	Halifax, N. S.
William Evans	" "	Toronto, Ont.
M. R. Davis	" "	Kingston, Ont.
Phillippe Duclos	" "	Quebec, P. Q.
Stephen D. Andrews	" "	Collingwood, Ont.
John Dodds	Inspector of Boilers and Machinery	Toronto, Ont.
E. W. McKean	" "	Collingwood, Ont.
J. B. Stewart	" "	Toronto, Ont.
T. P. Thompson	" "	Kingston, Ont.
Wm. Laurie	" "	Montreal, P. Q
L. Arpin	" "	"
F. X. Hamelin	" "	Sorel, P. Q
J. Samson	" "	Quebec, P. Q.
J. P. Esdaile	" "	Halifax, N. S
C. E. Dalton	" "	St. John, N. B.
J. A. Thomson	" "	Victoria, B. C.
G. P. Phillips	" "	Kenora, Ont.
Frank M. Richardson	" "	Vancouver, B. C.
C. T. Schmidt	Inspector of Dominion Steamers	Halifax, N. S.

The report of the chairman of steamboat inspection forms Appendix No. 6 to this report.

CERTIFICATES TO MASTERS AND MATES.

During the twelve months ended March 31, 1908, 11 masters', 23 mates' and 29 second mates' seagoing certificates of competency; 202 masters' and 101 mates' coasting or inland certificates of competency; and 5 masters' coasting certificates of service were issued.

The total amount collected in fees from applicants for examination during the twelve months ended March 31, 1908, was $4,306.05, and the amount expended on account of this service was $11,508.31, an excess of expenditure over receipts of $7,202.26.

The following statement shows the total receipts and expenditures on account of masters and mates since 1898 :—

	Expenditure.	Receipts.
	$ cts.	$ cts.
For the fiscal year ended June 30, 1899	3,568 26	4,486 50
" " 1900	3,750 69	4,221 50
" " 1901	3,720 25	4,808 24
" " 1902	3,305 59	5,288 52
" " 1903	4,968 36	5,790 50
" " 1904	7,761 17	4,795 00
" " 1905	5,884 74	4,643 85
" " 1906	7,068 15	5,526 00
" " March 31, 1907 (nine months)	5,934 16	2,294 50
" " 1908	11,508 31	4,306 05
Expenditure	$57,469 68	$46,160 66
Receipts	46,160 66	
Excess of expenditure over receipts	$ 11,309 02	

SHIPPING OF SEAMEN.

Under the provisions of chapter 113, an Act respecting Shipping in Canada, shipping masters are required to make returns twice a year. Most of the returns were sent to the department. The total number of seamen reported shipped was 18,013, and the number discharged was 11,542. The fees to shipping masters amounted to $12,469. Many of the shipping masters of outlying ports reported that no seamen had been shipped or discharged during the year.

INVESTIGATIONS INTO WRECKS AND CASUALTIES.

The report of Commander O. G. V. Spain, Wreck Commissioner, forms Appendix No. 17 to this report. It will be seen on reference to it that twenty-one investigations into casualties were held. The investigation into the collision of the *Mongolian* and *Hurona* was held in Great Britain although all preparations were made for holding it in Canada. The accidents consisted of strandings, striking submerged rocks, one vessel striking a pier under water and twelve collisions with vessels.

The judgments of the court are given in full by the wreck commissioner in his report. Reference is made to various minor investigations into disobedience of orders in connection with traffic in the Lime Kiln Crossing in the Detroit river. The traffic in this channel is enormous, some twenty-five thousand vessels pass, carrying about seventy million tons of freight, in the course of a season. Regulations for the traffic have been adopted and a copy will be found in the report; a tug boat has been commissioned to patrol the Canadian waters day and night.

PORT WARDENS REPORTS.

In most cases the Port Wardens reported the number of vessels surveyed for damaged cargo and opening of hatches, but as several of them did not state the number of vessels surveyed, the amount of fees collected is only mentioned here. The fees reported by the Port Wardens amounted to $8,357.

The report of the Port Warden at Montreal contains some important facts relating to the port of Montreal. Navigation was open later at the port than any other season of which there is a record. The steamship *Dunelm* from Middlesboro, England, with a cargo of pig iron, arrived on December 13.

No foreign going sailing vessels arrived during the year—a remarkable fact. The trading in sugar, molasses and lumber is now done by steamers.

There was an increase in the export of grain, flour and apples from Montreal, but a general decrease in other articles.

The quantities of grain and other articles reported by the Port Warden shipped from the port of Montreal during the season of 1907, was as follows: Wheat, 21,267,639 bushels; other grain, 11,163,950 bushels; flour and meal, 1,002,868 barrels; ashes, 430 barrels; apples, 593,317 barrels; cheese, 1,961,069 boxes; butter, 66,873 packages; eggs, 28,173 packages; meats, 274,074 boxes; lard, 436,283 packages; pulp, 3,814 tons; paper, 14,317 tons; sundries, 49,903 tons; hay, tons 7,255; oil cake, 17,950 tons; mineral, 14,937 tons; lumber, 111,819,895 feet board measure; cattle, 96,759 head; horses, 188; sheep, 11,384; dead meats, 1,855 quarters.

The reports of the Port Wardens are published in Supplement No. 1 to this report.

WRECKING PLANT.

The yearly subsidies were paid contractors when they became due. The amount of the subsidy being $10,000 per annum, payments of $5,000 are made semi-annually.

The contracts at present existing are with Messrs. George T. Davie & Son, Levis, P.Q., the Dominion Coal Company, and the British Columbia Salvage Company. Messrs. Davie & Son keep the tug *Lord Strathcona* and plant in readiness to assist vessels that meet with accidents in the lower St. Lawrence river.

The following is a list of vessels that were assisted and in some cases salved by the plant of Messrs Davie & Son, during 1907.

Virginian, May 10. Accompanied the *Virginian*, Leyland Line, from Quebec to Montreal on account of having lost her anchors on the way up the river and afterwards proceeded with the steamer *Lord Strathcona* to the Traverse to pick up same.

Barge Ah, May 27. Towed the disabled *Barge Ah* from Escoumains to Quebec.

Danforth, August 21. Salvaging steamer *Danforth* ashore at Pentecost.

Bavarian, September 23. Towed and assisted *Bavarian* to her berth at Indian cove from where she broke away, and attending on her at other different times.

Mongolian, September 25.—Assisted damaged *Mongolian* from Quebec to Montreal.

Assiniboia, September 29. Towed the separated C.P.R. *Assiniboia* from Quebec to Montreal.

Keewatin, October 15. Towed the separated C.P.R. *Keewatin* from Quebec to Montreal and afterwards towing the different parts of both vessels through the canals to Port Dalhousie.

Chrs. Knudsen, December 4. Escorted the damaged *Chrs. Knudsen* through the ice from Quebec to Father Point and placing men and pumps on board of vessel to go to New York.

Frithjoe, December 5. Escorted the *Frithjoe* through the ice from Quebec to Father Point on her way to Sydney, N.S.

The Dominion steamer *Montcalm* ran on an uncharted rock near Point au Maurier, in November last, and the *Strathcona* was ordered to her assistance with wrecking plant. Salvage pumps were placed on board the *Montcalm* and the vessel afterwards proceeded to Quebec under her own steam.

The Dominion Coal Company maintains a wrecking plant at North Sydney during the months of open navigation in that harbour and at Louisburg during the winter months, always available for the waters of the Atlantic coast and Gulf of St. Lawrence. The following vessels were assisted by this company during the fiscal year of 1907-8:

Sokoto, March. Assistance was rendered this vessel ashore at Louisburg. Successfully floated.

Universe, April. Ashore at Canso. Successfully floated off and towed to Halifax.

Funreith, April. Ashore at White Head. Assistance rendered.

Bernicia, May. Ashore at Louisburg. Successfully floated off.

Felix, June. Ashore near Bras d'Or lake. Successfully floated off.

Oscar, June 11. Ashore on Flint island. Successfully floated off.

Balena, July. Ashore near Louisburg. Assistance rendered. Vessel in bad position, impossible to save her.

Jennie Myrtle, September. Ashore on Scatarie island although practically abandoned was successfully floated and taken to Sydney.

Fortuna, October. Ashore in Strait of Canso. Floated and successfully towed to Portland, Me.

Schooners *Beulah* and *Pearl.* Ashore in Sydney harbour. Successfully floated.

Schooner *M. J. Taylor,* although left in helpless condition was safely towed into port.

Schooner *Francis Renee.* Ashore in Sydney harbour. Successfully floated.

Coban. Ashore at Cranberry Head. Successfully floated.

The contract of the Dominion Coal Company provides that the *J. H. Thomas* shall be always ready for rendering assistance to wrecked vessels and where a larger

steamer may be required certain large steamers available shall go to the assistance of large ocean going steamers.

The Black Diamond steamship *Louisburg* went to the assistance of the Reford Line steamship *Kildona* which ran on a rock near Sable island in January last. The *Kildona* sank in 100 feet of water but the crew was taken off.

The British Columbia Salvage Company are the contractors for maintaining wrecking plant at Esquimalt to be always available in the waters of British Columbia. They own the steamers *Salvor, Wm. Jolliffe* and *Maude* and these vessels are equipped with modern salvage plant. During the fiscal year 1907-8, assistance was rendered the following vessels.

Northwestern. Ashore at Latouche island.

Santa Barbara.. Struck in Active Pass.

Otter. Went ashore on Dauger Reef.

Tartar. Collision in Gulf of Georgia.

Charmer. Collision in Gulf of Georgia.

Empress of China. Sunk in Vancouver harbour.

Cottage City. Broke her tail shaft at Bella Bella.

Indravelle. Went ashore at Kellee Bluff.

H.M.S. Shearwater ashore at entrance to Esquimalt harbour.

Vadso. Stranded near Caue Lago, was towed to Victoria.

SICK AND DISTRESSED MARINERS.

MARINE HOSPITALS.

Under the provision of the Canadian Shipping Act, chapter 113, part V, S. 384 R.S., dues of 2 cents per ton, registered tonnage, are levied on every vessel entering any port of the province of Quebec, Nova Scotia, New Brunswick, Prince Edward Island and British Columbia. The money thus collected forms the 'Sick Mariners' Fund.' Vessels of the burden of 100 tons and less, pay the duty once in each calendar year, and vessels of more than 100 tons registered tonnage, three times in each year.

The officers and seamen of all fishing vessels not registered in Canada do not pay sick mariners dues nor participate in the benefits accruing therefrom, but such vessels registered in Canada may pay dues and participate in the benefits; and if more than 100 tons, only for the voyage at the beginning of which payment has been made; but if payment has been made three times in each year, the sick mariners of fishing vessels shall enjoy the same rights and benefits as are enjoyed by vessels which pay dues but are not engaged in fishing.

The receipts for the fiscal year ended March 31 last, amounted to $69,742.35 less $377.90, refunds, making the net receipts $69,364.45. The expenditure for the several provinces amounted to $59,957.92.

The receipts of sick mariners' dues from each of the provinces are as follows :— Quebec, $15,852.74; New Brunswick, $12,054.21; Nova Scotia, $25,568.68; British Columbia, $18,863.48; Prince Edward Island, $403.24.

The expenditure for each of the provinces is as follows:—

Nova Scotia	$25,870 60
Prince Edward Island	2,524 14
New Brunswick	8,475 10
Quebec	11,093 08
British Columbia	9,723 47
	$57,686 39
Stationery, &c.	2,271 53
Total expenditure	$59,957 92

The 'Sick Mariners' Act' does not apply to the province of Ontario, so no dues are collected from vessels in that province.

At the port of Quebec, sick mariners are cared for at the Jeffrey Hale and the Hotel Dieu Hospitals, at a per diem allowance of $1.20 per seaman, including medical attendance and board.

At the port of Montreal, sick seamen are cared for at the General Hospital and at Notre Dame Hospital. The charge per diem for each seaman, including board and medical attendance, was $1.20.

Marine hospitals are maintained in Louisburg, Yarmouth, Pictou, Sydney, Lunenburg and Point Tupper, in the province of Nova Scotia; and the sick seamen at Halifax, N.S., are cared for in the Victoria General Hospital for $1.20 per diem per man, including board and medical attendance.

At Charlottetown, Prince Edward Island, sick seamen are cared for at the Charlottetown and the Prince Edward Island hospitals under arrangements made by the department with the managers of those institutions.

The Marine Hospital at Victoria, British Columbia, has a medical superintendent who receives $300 per annum and a keeper whose salary is $500 per annum. He is also allowed $5 per week for the board and medical attendance of each sick mariner.

Where no hospital is maintained in the Maritime Provinces, Quebec and British Columbia, the Collectors of Customs are authorized to care for sick seamen when the vessels to which they belong have paid sick mariners' dues.

Statement of receipts and expenditure on account of 'Sick Mariners' Fund' from the fiscal year 1896 to 1908, both inclusive:—

	Receipts.	*Expenditure.*
Year, 1896	$45,761 61	$36,683 36
" 1897	54,358 10	35,931 19
" 1898	54,552 81	34,526 83
" 1899	57,365 79	35,353 29
" 1900	59,971 84	32,743 30
" 1901	59,783 34	34,944 93
" 1902	65,853 83	51,827 12
" 1903	64,851 55	48,151 48
" 1904	61,778 29	50,801 78
" 1905	58,372 34	51,000 18
" 1906	60,183 90	50,120 42
" 1907	44,704 59	37,362 11
" 1908	69,364 45	59,957 92

LIVE STOCK SHIPMENTS.

The inspectors of live stock shipments have reported regularly and a statement of sheep, cattle, horses, hay and grain shipped to the United Kingdom from the ports of Montreal and St. John, N.B., furnished.

The statement shows the steamboat lines by which the stock was shipped and the ports in Great Britain at which the vessels entered. It will be seen that the total number of cattle and horses shipped in 1907-8 was much below previous years taking shipments as far back as 1902-3.

The shipments from Montreal were as follows:—11,585 sheep, 96,977 cattle and 174 horses. The United States cattle shipped via Montreal numbered 20,100, but that number is included in the total of 96,977.

The shipments from St. John numbered 4,168 sheep, 20,210 cattle and 1 horse; of the cattle, 9,304 were United States cattle. The statement of live stock shipments forms Appendix No. 10 to this report.

PILOTAGE.

Under chapter 113, an Act respecting Shipping in Canada, part VI., a number of pilotage districts exist and pilotage authorities in these districts have been appointed by order of the Governor General in Council. The pilotage authorities have power to issue licenses to pilots, to make by-laws and regulations for governing pilots and vessels excepting ships belonging to His Majesty. All by-laws and regulations are subject to the approval of the Governor General in Council. The systems of pilotage differ according to locality. In some districts the payment of pilotage is compulsory whether pilots are engaged or not, in other districts, pilotage is optional.

The Act provides that the minister shall be the pilotage authority for the ports of Montreal and Quebec. Returns are annually made by all the pilotage authorities, showing the number of pilots licensed in each district and the amount of pilotage fees paid by vessels. These returns are published in Supplement No. 1, to this report.

The total pilotage collections for which returns have been received amounted to $360,011.50 for the year 1907. Pilotage pension funds exist in several of the larger districts, for the benefit of aged pilots and in some cases for the benefit of widows and orphans of deceased pilots. These funds are controlled by the pilotage authorities, who retain a percentage of the earnings of the pilots for the purpose.

In some districts, pilots control their own expenditure for boats and means of conveyance to vessels. All expenditure for salaries of secretaries, office expenses, &c., is paid from the fees received for piloting vessels.

In some pilotage districts, the charge for pilotage is made at so much per foot draught and in others at so much per foot draught and an additional charge of so much per ton on the registered tonnage. For instance at Nanaimo, B.C., the rate is $1 per foot draught and 1 cent per ton registered tonnage, and in Miramichi ports, $2.25 per foot draught inwards and $2 per foot outwards and 2 cents additional per registered ton for vessels wholly or partly propelled by steam.

MONTREAL RATES OF PILOTAGE.

The pilotage district of Montreal extends from the port of Quebec to Montreal. The rates of pilotage for the Montreal district are as follows :—

		$ cts.	
Quebec to Portneuf	Vessels in tow or steamers per foot draught	0 50	upwards.
" "	" " "	0 50	downwards.
" "	Sea-going steamers	0 62½	upwards.
" "	" "	0 62½	downwards.
" "	Sailing vessels	1 05	upwards.
" "	"	0 70	downwards.
" Three Rivers	Vessels in tow or steamers per foot draught	1 50	upwards.
" "	" " "	1 50	downwards.
" "	Sea-going steamers	1 75	upwards.
" "	"	1 75	downwards.
" Sorel	Vessels in tow or steamers per foot draught	1 50	upwards.
" "	" " "	1 50	downwards.
" "	Sea-going steamers	1 87½	upwards.
" "	"	1 87½	downwards.
" "	Sailing vessels	3 15	upwards.
" "	"	2 10	downwards.
" Montreal	Vessels in tow or steamers per foot draught	2 00	upwards.
" "	" " "	2 00	downwards.
" "	Sea-going steamers	2 50	upwards.
" "	"	2 50	downwards.
" "	Sailing vessels	4 20	upwards.
" "	"	2 80	downwards.
Montreal to Sorel		1 00	upwards.
" "		1 00	downwards.

For the removal of any vessel from one wharf to another into or out of Lachine canal or from the foot of the current into the harbour or to Longueuil, $5.

PILOTAGE RATES FOR THE HARBOUR OF QUEBEC AND BELOW THE HARBOUR.

From Father Point to Harbour of Quebec per foot draught of water; from May 1 to November 10, $3.87; from November 10 to 19, $4.95; from November 19 to March 1, $6.02; from March 1 to May 1, $4.41.

From Brandy Pots to Quebec, two-thirds of the amounts from Father Point.

From St. Roch Point to Quebec, one-third of the amounts from Father Point.

From Pointe-aux-pins or Crane Island to Quebec, one-quarter the amount from Father Point.

From Quebec to Father Point from May 1 to November 10, $3.40; from November 10 to 19, $4.46; from November 19 to March 1, $5.54; from March 1 to May 1, $3.93.

From any place in the harbour of Quebec not being a wharf, to any other place not being a wharf, $5.

From any wharf in the harbour between Pointe-a-Carey below, and the west end of Allan's Wharf above, both inclusive, $2.50.

PILOTAGE RATES AT HALIFAX.

				In.	*Out.*
Vessels of	120 tons	and	under	Free.	Free.
"	120	"	200 tons	$9 60	$6 00
"	200	"	300 tons	13 20	8 40
"	300	"	400 tons	16 80	10 80
"	400	"	500 tons	19 20	12 00
"	500	"	600 tons	21 60	13 20

Over 600 tons, an additional sixty cents for every 100 tons (or fractional part thereof) above 600 tons inward, and 30 cents outward. Outward pilotage for all vessels of 200 tons and upwards to be compulsory.

RATES FOR MOVING VESSELS.

Halifax Narbour, N.S.—	
Under 1,000 tons	$3 00
From 1,000 to 2,000 tons	5 00
" 2,000 to 3,000 tons	7 50
" 3,000 to 4,000 tons	10 00
Over 4,000 tons	15 00
To Bedford Basin and Lawlor's Island—	
Under 1,000 tons	$10 00
Over 1,000 tons	20 00

RATES OF PILOTAGE FOR ALL SAILING VESSELS ENTERING AND LEAVING THE PORT OF ST. JOHN, N.B.

INWARD.

First District, from Partridge Island to Musquash Head, bearing N.W., per foot draft of water	$1 50
Second District, from Musquash Head to Point Lepreaux, N.W., per foot draft of water	1 75
Third District shall be from the outside limit of the Second District to a bound ranging from the North Head of Grand Manan to Liberty Point, bearing N.W. by W., North Channel, and from Machias Seal Island to Cape Sable, Seal Island, bearing S.S.E., South Channel, per foot draught of water	2 25

OUTWARD.

From the harbour of the Port of St. John, N.B., to outside of Partridge Island, per foot draft of water	1 25
Down the Bay of Fundy, when required, shall be two dollars per foot ($2) draught of water, over and above the one dollar and twenty-five cents ($1.25) harbour pilotage outwards.	

STEAMERS ENTERING AND LEAVING THE PORT OF ST. JOHN, N.B.

INWARD.

From Partridge Island to Musquash Head, bearing N.W., per foot draft of water	$2 00
From Musquash Head to Point Lepreaux, N.W., per foot draft of water	2 50
From Point Lepreux to Sable Island	3 00

OUTWARD.

From the harbour of the port of St. John, N.B., to the outside of Partridge Island, per foot draft of water	1 75
Down the Bay of Fundy, when required, two dollars and seventy-five cent per foot draught of water ($2.75) over and above the one dollar and seventy-five cents ($1.75) harbour pilotage outwards.	
For all steamers not exceeding 120 tons	$2 00
Over 120 tons and not exceeding 200 tons	2 50
Over 200 tons and not exceeding 300 tons	3 75
Over 300 tons and not exceeding 400 tons	5 00

and thirty cents additional for every 50 tons over 400 tons.

RATES OF PILOTAGE AT PICTOU.

Vessels of	120	tons to	140	tons,	$6	inward and	$4	outward.
"	140	"	200	"	10	"	6	"
"	200	"	300	"	12	"	8	"
"	300	"	400	"	14	"	9	"
"	400	"	500	"	15	"	10	"
"	500	"	600	"	16	"	11	"
"	600	"	700	"	17	"	12	"
"	700	"	800	"	18	"	13	"
"	800	"	900	"	19	"	14	"
"	900	"	1,000	"	20	"	15	"

Vessels of 1,000 tons and upwards, 2½ cents per ton inward and 2 cents outward.

All vessels under 120 tons, $4 inward and $2 outward.

Docking and moving vessels from anchorage in harbour, $4.

RATES OF PILOTAGE AT SYDNEY, C.B., N.S.

	To Sydney.	To North Sydney
For vessels under 120 tons	Free	Free
From 120 to 150 tons	$ 7 00	$ 6 00
" 150 " 200 "	8 00	7 00
" 200 " 250 "	9 00	8 00
" 250 " 300 "	10 00	9 00
" 300 " 350 "	11 00	10 00
" 350 " 400 "	12 00	11 00

and for every additional 50 tons or fractional part thereof, $1; for vessels 800 tons and upwards, $1, for every additional 100 tons or fractional part thereof. Outward pilotage shall be the same as inward.

RATES OF PILOTAGE AT LOUISBURG, C.B., N.S.

	Inward.	Outward.
On sailing vessels of 80 tons and under 150 tons	$5 00	$3 00
On sailing vessels of 150 tons and under 250 tons	8 00	5 00
On sailing vessels of 250 tons and under 400 tons	9 00	7 00

On sailing vessels over 400 tons, 1 cent per ton additional, inward and outward.

	Inward.	Outward.
On steamships of 80 tons to 500 tons	$ 8 00	$5 00
" 500 " 1,000 "	10 00	6 00
" 1,000 " 3,000 "	12 00	8 00

NOTE.—Winter pilotage, from December 1 to April 15, shall be 50 per cent additional to the above rates on sailing ships and steamships.

RATES OF PILOTAGE FOR THE PORTS OF VANCOUVER AND HOWE SOUND.

For vessels under sail $2 per foot draught of water and 1 cent per net registered ton.

For vessels in tow of a steamer, $1 per foot draught of water and 1 cent per net registered ton.

For steamers, $1 per foot draught of water, and 1 cent per net registered ton.

Any portion of a foot not exceeding six inches shall be paid as half a foot; any fraction exceeding six inches shall be paid for as one foot.

The pilotage from Cape Flattery or Royal Roads to a line drawn from Point Atkinson to the nun buoy on Spanish bank, or to the limits of Howe Sound as hereinbefore described, and vice versa, is not compulsory, but if the services of a pilot are required he shall be paid the following rates, viz.:—

	Per Foot
From Cape Flattery	$ 6 00
From Callum bay	5 00
" Beachy head	4 00
" Race rocks or Royal Roads	3 00

For vessels under steam or in tow of a steamer the following rates shall be paid:—

	Per Foot.
From Cape Flattery	$3 00
" Callum bay	2 50
" Beachy head	2 00
" Race rocks or Royal Roads, vessels under steam	1 00
" Race rocks or Royal Roads, vessels in tow of a steamer	1 50

STATEMENT SHOWING THE PILOTAGE RATES FOR THE DISTRICT OF VICTORIA AND ESQUIMALT, B.C.

(18) Vessels bound to other ports and coming to anchor in 'Royal Roads,' the pilotage shall be free, except the services of a pilot are employed, when pilotage according to the following graduated scale shall be payable:—

From inside, or north of 'Race Rock,' to Royal bay, or vice-versa, 50 per cent of the prescribed rates under clause (b) section 18. From Beechy head to 'Royal Roads' or vice versa, $1 per foot.

From Pillar point to 'Royal Roads' or vice versa, $3 per foot.

From Cape Flattery to 'Royal Roads,' or vice versa, $6 per foot draught of water.

(b) For vessels entering into or clearing from the ports of Victoria and Esquimalt, the rates of pilotage shall be as follows:—

(1) For regular ocean steamers, 50 cents per foot draught of water and $\frac{1}{2}$ cent per net registered ton up to a maximum of 3,500 tons, on the inward voyage, and 50 per cent of the above on the outward voyage subject to a discount of 20 per cent.

(2) For irregular ocean steamers, $1 per foot draught of water and $\frac{3}{4}$ cent per net registered ton.

(3) For regular steamers in the coasting trade between San Francisco and Lynn Canal inclusive, the rates shall be the same as for regular ocean steamers as rated in Clause 1.

(4) For vessels under sail, $2 per foot draught of water and 1 cent per net registered ton.

(5) For sailing vessels in tow $1.50 per foot draught of water and 1 cent per net registered ton.

(6) For all vessels entering into or clearing from Williams Head Quarantine Station, the rates shall be 50 per cent of the prescribed rates of any class of vessel for Victoria and Esquimalt, subject to exemption in section 17, clause 7; provided, however, that all coasters between San Francisco and Lynn canal inclusive, when compelled by special instructions from the Dominion Government to call at William's Head Quarantine Station, shall be exempt from pilotage dues unless the services of a pilot are requested.

(7) For all vessels of 500 tons and under, 75 cents per foot draught of water.

GULF PILOTAGE.

For all vessels from the limits of the ports of Victoria and Esquimalt to the limits of all ports on Puget sound and Gulf of Georgia, shall be $1 per foot draught of water.

Steamers making regular trips to Victoria and Esquimalt and having paid the prescribed rates under clause (b) on the inward voyage and returning again to either of said harbours within a period of twenty days, shall only pay half the inward rates.

SESSIONAL PAPER No. 21

RATES OF PILOTAGE DUES FOR THE PILOTAGE DISTRICT OF PUGWASH, N.S.

						Inward.	Outward.
Vessels	80	and under	140	tons	. . . . .	$6 00	$5 00
"	140	"	230	"	. . . . .	8 00	7 00
"	230	"	300	"	. . . . .	10 00	9 00
"	300	"	400	"	. . . . .	14 00	12 00
"	400	"	500	"	. . . . .	16 00	14 00
"	500	"	600	"	. . . . .	17 00	15 00
"	600	"	700	"	. . . . .	18 00	16 00
"	700	"	800	"	. . . . .	19 00	17 00
"	800	"	900	"	. . . . .	20 00	18 00
"	900	"	1,000	"	. . . . .	21 00	19 00

and all vessels over 1,000 tons shall pay 2½ cents per ton inward and 2 cents per ton outward, additional, on the register tonnage. All vessels under 80 tons accepting pilots shall pay 5 cents per ton inward and 4 cents per ton outward.

'Vessels over 1,000 tons register after entering the harbour and being safely moored by a pilot, employing a pilot to be moved again to loading berth, dock or wharf from her first mooring, shall pay to the pilot so employed the sum of five dollars ($5), and vessels under 1,000 tons register tonnage (except schooners of or under 300 tons) shall pay three dollars ($3) for moving and mooring, to the pilot so employed. All steamers employing licensed pilots to be rated at net tonnage. Any vessel in charge of a pilot detained outside for the purpose of discharging ballast, to allow the pilot $1.50 per day for such detention.

(11) All vessels requiring the services of a pilot in going through the drawbridges of Pugwash or Port Philip harbours, and going one and a half miles up either river beyond said drawbridges, shall pay in addition 2½ cents per ton each way.

(12) The pilot limits for the District of Pugwash to be bounded on the east by Cape Cliff and on the west or northwest by Lewis head, both in the county of Cumberland. Dated at Pugwash, November 20, 1903.

PILOTAGE RATES FOR THE CHARLOTTE COUNTY, N.B., PILOTAGE DISTRICT.

(1) From Seal island, Cross island, Little river, Southwest ledges of Grand Manan, Kent's island, Long Island bay, Moose river and Bailey's Mistake, to Saint Andrew's, Saint Stephen, or any harbour or loading place in the county of Charlotte, (except Campobello or the lines) pilotage inwards or outwards, $2.25 per foot.

(2) From North head of Grand Manan, Beaver harbour and West Quoddy lighthouse to any port or harbour in the county of Charlotte (except Campobello or the lines) pilotage inwards or outwards, $1.60 per foot.

(3) From Head Harbour lighthouse, Letite passage or Clam Cove head to any port or harbour in the County of Charlotte (except Campobello or the lines) pilotage inwards or outwards, $1.50 per foot.

(4) From or to Campobello or the lines the pilotage inwards or outwards to be 20 cents per foot less than the above rates.

RATES OF PILOTAGE FOR THE PILOTAGE DISTRICT OF RICHMOND COUNTY, N.S.

All vessels belonging to the county of Richmond and all fishing vessels (when actually engaged in fishing) when such vessels do not exceed 250 tons, are exempted from pilotage dues.

PILOTAGE DUES (inwards).

For vessels of 120 tons to 150 tons	$ 6 50
" 150 " 200 "	7 50
" 200 " 250 "	9 00
" 250 " 300 "	10 00
" 300 " 350 "	11 00
" 350 " 400 "	12 00
and for every additional 50 tons or fraction thereof	0 75

Outward pilotage is half above rates.

PILOTAGE RATES FOR SYDNEY AND NORTH SYDNEY.

The Pilotag rates for Sydney and North Sydney, N.S., are as follows:—For vessels under 120 tons registered in Canada are exempted from pilotage dues.

	Sydney.	North Sydney.
For vessels from 120 to 150 tons	$ 7 00	$ 6 00
" 150 to 200 "	8 00	7 00
" 200 to 250 "	9 00	8 00
" 250 to 300 "	10 00	9 00
" 300 to 350 "	11 00	10 00
" 350 to 400 "	12 00	11 00

And for every additional 50 tons or fractional part thereof $1. For vessels of 800 tons and upwards $1, for every additional 100 tons or fractional parts thereof.

Outward pilotage shall be the same as inward.

Vessels hailed by a licensed pilot outside the harbour of Sydney, but within the pilotage district, and refusing to take the service of same shall be liable to pay half pilotage; and any vessel being offered the services of a pilot before leaving port and refusing the same shall be liable to pay half pilotage dues.

PILOTAGE DUES FOR THE DISTRICT OF PARRSBOROUGH, N.S.

	Per Foot, Draft
From Isle Haute to Spencer's island	$1 25
" " Port Graville	1 25
" " Diligent river	1 50
" " West bay	2 00
" " Partridge Island river	2 50
" " Moose or Harrington river	2 75
Spencer's island to West bay	1 25
" " Partridge Island river	1 25
On all outward bound vessels	1 50

By an Order in Council dated July 20, 1900, compulsory payment of pilotage dues was cancelled and the above rates are inserted here only to give a general idea of the rates now generally charged vessels wishing the services of pilots.

PILOTAGE RATES FOR THE PILOTAGE DISTRICT OF RESTIGOUCHE, N.B.

For every foot of water any ship shall draw at the time, inward or outward bound, Port of Dalhousie, Benjamin, Beaver point, Nash's creek, Jacquet river, or any loading station east of Dalhousie, on the Bay of Chaleur, $1.50.

Port of Campbellton, Oak bay or any loading station east of same and west of Dalhousie, $2 per foot when ship proceeds direct from sea.

Ships bound for Dalhousie, Benjamin, Beaver point, Nash's creek, Jacquet river or any loading station east of Dalhousie calling at any of said harbours for orders or to discharge ballast, cargo or otherwise, on ship's account, $1.50, and thence to any other of the said ports or loading station on the Bay of Chaleur, 75 cents per foot on draught of such ship at the time.

Ships bound for Campbellton, Oak bay or any loading station east of Oak bay and west of Dalhousie, waiting at Dalhousie or any of the outer or bay ports to discharge ballast cargo or otherwise, on ship's account, $1.50, and thence to the said port of Campbellton and Oak bay or any loading station east of Oak bay and west of Dalhousie, 75 cents per foot on draught of such ships at the time, and vice versa.

For the removal of any ships, including the properly securing and mooring such ship, the following rates:—

For ships not exceeding	120 tons	$1 50
" over	120 " to 200 tons	2 00
" "	200 " to 300 "	3 00
" "	300 " to 600 "	4 00
" "	600 "	5 00

And when the distance of removal extends four miles, fifty per cent additional of the above rates. In addition to above rates, all vessels propelled wholly or in part by steam shall pay one cent inward and one cent outward per net registered ton.

REPORT OF THE HARBOUR COMMISSIONERS OF MONTREAL.

The following are the names of the Harbour Commissioners of Montreal:—G.W. Stephens, M.L.A., president; L. E. Geoffrion and C. C. Ballantyne, commissioners. Officers, David Seath, secretary; F. W. Cowie, M. Inst. C.E., chief engineer. John Kennedy, Inst., C.E., who had been chief engineer for a great many years retired from the position owing to injured eyesight.

The report of the Harbour Commissioners of Montreal for the year ending December 31, 1907, contains information respecting the operations of the commission.

The work on the permanent steel sheds under construction has been advanced rapidly during the year. At the beginning of the year, not any of the permanent sheds were available, but owing to the winter's work, the lower floors of five sheds

were completed by the opening of navigation and were made use of during the season. It is expected that by the opening of navigation 1908, three more floors will be ready for storing. The commissioners expect that the fourteen sheds will be completed by the opening of navigation in 1909.

The fourteen two-story permanent steel sheds on high level piers, will take the place of wooden sheds which were formerly taken down each fall and put up in the spring, by the companies owning them. The new sheds will provide more than double the accommodation existing formerly, for handling freight. The freight can be hoisted by the ship's tackle and stored in the second story.

A traffic department was organized with a view of relieving railway and vehicular traffic. This department handled successfully 70,000 cars; 20,000 of them were loaded and unloaded directly into the sheds or ships, which at an average of 20 tons to the car means 400,000 tons upon which about the sum of $80,000 was saved in handling the freight. Owing to the success of the traffic department, the commissioners consider they were justified in purchasing three locomotives for permanent work.

Life saving apparatus was provided with the result that no drowning cases occurred from the wharfs in 1907. In former years cases often happened—as many as forty in the year 1906.

Fire Protection.—Fire protection was also provided by the purchase of a fire tug which has been in active service day and night; material assistance was rendered in putting out two fires.

Development problem.—Development problems have been studied and the distinguished engineer, Mr. R. C. H. Davison of London, England, whose specialty is the development of ports, was engaged in conjunction with Mr. John Kennedy and Mr. Cowie in making a report on different systems to be considered, for the greater efficiency of the port of Montreal for shipping.

Development of Eastern harbour.—The early development of the eastern part of the harbour has received serious study.

Successful buoying of ship channel.—The commissioners state that the ship channel of the St. Lawrence river has been so sucessfully buoyed and lighted that ocean liners have come up to Montreal during the night.

Grain elevator.—The grain elevator has not been used as much as was hoped, owing to the Grand Trunk Railway elevator handling most of the grain at Montreal, but a conveyor is being constructed which will do away with the necessity of moving vessels around the harbour to receive grain cargo.

Conveyor equipments.—The system of carriers now under construction in connection with ten of the new permanent freight sheds, which system is pronounced the most complete in the world, will in the near future be put in operation. On the opening of navigation in 1908, it is expected that grain may be conveyed directly to three steamships at their usual berths and all equipment will be completed early in 1909. When completed it will be possible to deliver grain to any four vessels at a time, without moving.

It is expected that in view of this unexcelled system of delivery, and of the quantities of grain which will come to Montreal, when the new harbours and railway con-

nections to Midland and Victoria harbour are completed that the elevator will have to be at least doubled in capacity by the erection of a new wing.

Work accomplished during year.—Part of the work accomplished during the year is as follows:

One and a half million tons of freight handled by Traffic Department.

Four hundred thousand tons of freight handled direct between car and shed and ship or vice versa.

Six acres permanent scoria paving laid, or twenty-eight thousand two hundred and thirty-four square yards.

Five and a half acres new concrete floor laid during winter.

Eighteen and a half acres new concrete floor laid since May 1, 1907.

Two and a half acres reinforced concrete roof laid since May 1, 1907.

One thousand six hundred tons of steel erected since May 1, 1907.

Three thousand five hundred tons of steel manufactured since May 1, 1907.

One thousand tons of steel delivered since May 1, 1907.

Three thousand seven hundred and eighty-six Raymond concrete piles driven since May 1, 1907. (Designed to carry shed loads of one hundred and fifty thousand tons).

Six thousand five hundred cubic yards of concrete foundation laid since May 1, 1907.

The whole of Jacques Cartier pier raised to high level.

Three miles of new railway track laid and ballasted.

Twenty-one and three-fourths miles old railway track repaired.

Six hundred feet new permanent concrete wharf erected, in addition to harbour dredging, blasting and filling.

Shipping using Port during 1907.

Seven hundred and forty-three sea-going vessels with a tonnage of	1,923,658 tons.
Fourteen thousand four hundred and twenty inland vessels with a tonnage of	3,620,750 "
Total tonnage	5,544,608 "

Capacity Present Harbour and Ship Channel.

Steamships drawing twenty-nine feet can use channel to Montreal.

Navigation opened April 27, 1907.

Navigation closed December 13, 1907—seven months and twenty days.

Least depth in channel, 30 feet, 10 inches.

Wharf Accommodation.

The extent of the wharfs at the end of 1907, is as follows :—

For 30 feet draught and over	16,354	lin. feet or	3·097 miles.
For 25 feet to 27½ feet draught	19,444	"	3·682 "
Total deep draught	35,798	"	6·779 "
For 20 feet and under	3,137	"	0·594 "
Total wharfage end of 1907	38,935	"	7·373 "

Summarized Statement of the Operations of the Harbour Commissioners of Montreal.

The harbour revenue was $404,274.56, an increase of $23,088.24 over that of the previous year. The increases were: wharfages on imports, $15,116.44; local wharfages, $6,107.47; rentals, &c., $2,570.03; in all $23,793.94, while the wharfages on exports decreased $705.70, leaving the net increase as above.

The revenue from the grain elevator was $7,970.63, an increase over that of the previous year of $1,084.87.

The lower floors of five of the permanent wharf sheds were rented for $14,600.

A traffic department was organized in May last, and there was received for switching cars on the wharfs $71,815.93.

The revenue from all sources as enumerated above, was $498,661.12, and the disbursements on that account were $497,837.86.

The interest on loans was $336,277.86, of which $259,167.24 was for harbour improvements; $55,401.20 on account of the new steel sheds, and $21,709.42 for the grain elevator.

The amount disbursed on capital account was $1,745,709.91, of which $40,273.60 was on account of the grain elevator conveyor system; $48,098.43 for harbour railway tracks; $1,277,476.16 on account of the new steel sheds and the balance of $379,861.72 on account of harbour improvements.

The following loans were received from the government, $25,000 under the Act 1, Edward VII., chap. 9; $1,010,000 under the Act 3, Edward VII., chap. 36; $500,000 under the Act 6-7, Edward VII., chap 30, making a total of $1,535,000.

The bonded debt at December 31, 1907, was $10,347,000 of which $1,972,000 is due to the public, and $8,375,000 due to the government, and upon which the average rate of interest is 3·35 per cent.

Number of Vessels and their Tonnage arriving at the Port of Montreal, 1907.

The number of sea-going vessels which arrived in port during the season of 1907 was 742; tonnage, 1,925,986, a decrease of 78 vessels and 47,237 tons from the previous year.

Of inland vessels, 14,420 arrived with a tonnage of 3,620,950, an increase of 1,863 vessels, and an increase of tonnage of 524,784 making a total of vessels of all classes of 15,161 and a total tonnage of 5,546,936, an increase of 1,784 vessels and 478,539 tons over the previous year.

Information of Improvement and Maintenance.

Interesting information is given in the report of the harbour commissioners respecting the stability of the elevator building, marine tower dock and dredging in the harbour to increase the width of the 30 foot channel, construction of the railway embankment along the harbour from Molson's creek, construction of a permanent new wharf, raising other piers to the high level, repairing wharfs and filling in the foundation of the steel freight sheds. Buoys and beacons were also placed in the harbour.

The electric lighting of the harbour was increased by a number of lamps and changes made in other lamps, the greatest number of lamps burning at any one time being 171.

SESSIONAL PAPER No. 21

REPORT OF THE HARBOUR COMMISSIONERS OF TORONTO, ONTARIO.

The names of the Harbour Commissioners of Toronto are as follows :—T. S. Spence, chairman; J. T. Mathews, vice-chairmen, W. H. Pearson, T. L. Church, Ald. and P. B. Whytock; the harbour master is Colin Wm. Postlethwaite.

The harbour of Toronto is in extent about two miles east and west and one and a quarter miles north and south containing about two and a half square miles.

The harbour is perfectly land-locked; a formation of sand called the island extends the whole length of the southerly limit and east to the limit of Ashbridges bay adjoining the harbour.

There are two entrances to the harbour; the western entrance called the Queens Wharf channel; the east one which has been dredged and faced with piers being the chief entrance. Both entrances are provided with lights and carefully buoyed. A fog bell is established in the western channel and a steam fog-horn of modern pattern at the eastern entrance.

The average depth of water in the harbour is 20 feet and at the freight wharfs at all times 14 feet: a sufficient depth to accommodate any vessels which pass through the St. Lawrence or Welland canals.

There are no arrangements at Toronto for interchange of package freight, but it must be conveyed from docks to railway depots or from the depots to the docks.

There are twelve railway sidings to coal docks; twelve to lumber wharfs and one to the Richelieu and Ontario Navigation Companys' wharf for delivering fruit to the express companies.

The harbour was clear of ice on March 28, 1907; the first vessel arrived on April 1, and the last arrival was on December 15. The number of vessels arriving during the year loaded, was 3,651 and 10 unloaded; of this number 3,180 were propelled by steam and 481 were sailing vessels, the total tonnage was 1,640,354.

The following is the quantity of freight in tons received by water at the port ; general merchandise 59,945; coal 155,915; lake stone, 4,530; fruit in barrels, 4,545, in crates, 45,530; in baskets, 202,581, and in bags, 271; ice, 5,823 tons; bricks, 30,000 ; grain, 8,200 bushels; horses, carriages and cattle 188, and oil in bulk 68,317 barrels.

The commissioners continued the work of dredging under contract in the western channel and at several wharfs in the harbour. In all, 14,255 cubic yards of material were removed at a cost of $3,659.95.

The Public Works Department of the Dominion government carried on dredging operations in the eastern channel and approaches, making the channel at the approaches 20 feet in depth and 19 feet in depth between the piers. The approach to the channel at the outer part is 1,000 feet, narrowing to 400 feet between the piers.

The receipts for the year amounted to $11,904.66 and the expenditure to $8,415.75. The cash in bank and on hand at the end of the year amounted to $9,286.17.

THE REPORT OF THE QUEBEC HARBOUR COMMISSIONERS.

The following comprise the Quebec Harbour Commissioners:—J. B. Laliberté, chairman; Dosithée Arcand, W. M. MacPherson, E. Dussault, Geo. Tanguay, M.P.P., W. N. Dobell, R Larue and J. S. Thorn, commissioners. Officers, James Wood, secretary; St. Geo. Boswell, C.E., chief engineer.

The report of the commissioners for the calendar year 1907 was received, and will be printed in Supplement No. 1, to this report.

In order to show the extent of the harbour and the facilities for shipping, a short description of the Wet dock, Tidal harbour, Cross Wall and Breakwater is here given.

Wet dock.—The Wet dock is an inclosed basin of 40 acres water surface. Entrance 66 feet wide, depth of water, 28 feet over sill at high tide, general depth 25 feet.

Quay Frontage of the Wet Dock.

Louise Embankment Quay wall	Frontage, 2,085 lin. feet. Min. depth of water, 25 feet.
Dominion Coal Co's berth	Frontage, 400 lin. feet. Min. depth of water, 25 feet.
Cross wall north of entrance	Frontage, 600 lin. feet. Min. depth of water, 25 feet.
Cross wall south of entrance	Frontage, 230 lin. feet. Min. depth of water, 18 feet.

Tidal Harbour.

The Tidal harbour is a basin with a water surface of 20 acres; general depth of water 26 feet at low tide; the entrance to the basin is 200 feet wide.

Quay Frontage of Tidal Harbour.

Louise Embankment Quay wall (under construction)	Frontage, 1,070 lin. feet. Depth of water at low tide, 28 feet.
Cross wall, north of entrance	Frontage, 600 lin. feet. Depth of water at low tide, 26 feet.
Cross wall, south of entrance	Frontage, 150 lin. feet. Depth of water at low tide, 24 feet.
Point-à-Carcy	Frontage, 600 lin. feet. Depth of water at low tide, 29 feet.
Breakwater, Tidal harbour face	Frontage, 680 lin. feet. Depth of water at low tide, 24 feet.

FRONT RIVER

Surface of Quays about 50 acres.

Point-à-Carcy, Pond face	Frontage, 280 lin. feet. Depth of water at low tide, over 40 feet.
River face	Frontage, 580 lin. feet. Depth of water at low tide, over 40 feet.
Breakwater	Frontage, 880 lin. feet. Depth of water at low tide, over 40 feet.
Breakwater extension completed	Frontage, 850 lin. feet. Depth of water at low tide, over 40 feet.
Under construction	Frontage, 610 lin. feet. Depth of water at low tide, over 40 feet.

There are eleven (11) landing sheds with a floor area of 186,350 sup. feet.

In connection with freight sheds, goods are trucked by hand to and from ships' gangways, and from there handled by ships winches; the only mechanical appliances for handling freight are the coal discharging plants of the Dominion and Nova Scotia Coal Companies, and the grain loading galleries and marine tower, connected to the harbours commissioners' elevator, capacity, 250,000 bushels, and the Canadian Northern elevator capacity, 1,000,000 bushels.

All railway lines run on docks owned by the harbour commissioners. Freight sheds have railway sidings on shore side and in some cases on dock front; open berths have sidings along dock front.

Cold store has a refrigerated space of 100,000 cub. feet, and in connection with the cold store there is a general warehouse of four flats 130 x 35 feet.

The cross wall divides the wet dock from the tidal harbour, forms part of the quay frontage in both of the basins, and connects the Louise embankment with the city.

During the year the new cribwork to the quay front, Louise embankment, in the wet dock, was completed. In the tidal harbour five substructure cribwork blocks were sunk in position along the embankment quay front, making a finished length of foundation in the tidal harbour of 810 feet.

The cross wall was strengthened by tie rods.

A railway line running parallel to the main line has been partly completed, and when finished will connect with the sidings serving the various freight sheds and berths of vessels in the tidal harbour and wet dock.

Partial repairs have been made to the tidal harbour face of the breakwater and to the northern cribwork.

The range light at the northeast corner of the breakwater has been placed on the new metallic tower, and the railway tracks along the river front of the breakwater completed.

A receiving shed has been erected in connection with the cold store.

At the instance of the commissioners, the Dominion Government added 200 feet to their breakwater extension shed. The addition will allow three of the largest steamers to berth at the breakwater and extension shed at the same time, and will greatly facilitate the trade of the port. The commissioners acting as agents of the Public Works Department have the management of the breakwater and extension.

The cross wall drawbridge was operated for the first time the past season on April 15, and for the last time on December 6.

The water was retained in the wet dock for the first time on April 27, and for the last time on December 5, on which date the gates were allowed to remain open, and were secured for the winter.

The grain elevator and a brick building were purchased from the Quebec Terminal Company by the commissioners.

The expenditure of capital account during the year has been $145,766.93.

Particulars of this expenditure will be found in a statement printed in Supplement No. 1 of this report.

The commissioners received advances from the Dominion Government during 1907 in connection with the work of deepening and strengthening the dock walls, of $117,080.75.

The revenue of the commissioners for the year 1907 was $108,623.19, an increase of $5,723.57 over that of 1906, and the expenditure, $87,369.33, leaving a surplus of $19,253.81 over the working expenses and interest on $350,000.

The vessels which landed cargo on the wharf numbered 235 with a registered tonnage of 1,119,239, and the vessels which loaded from the wharf were 67, tonnage 249,030 register.

REPORT OF THE THREE RIVERS, P.Q., HARBOUR COMMISSIONERS.

The following commissioners comprise the Harbour Board of Three Rivers, viz.:—F. A. Drolet, chairman; Jos. L. Fortin, Edmond Dufresne, P. A. Gouin, F. S. Tourigny and Geo. Balcer, secretary.

The present wharf accommodation extends from the western bank of the St. Maurice river up to the icebreaker, a distance of about 5,500 feet. Within this distance there are several wharfs; the St. Maurice Lumber Company's wharf used for local and inland waters traffic and one berth for an ocean going steamer; the harbour commissioners wharf with accommodation of 1,350 feet, the depth of water at the front of the wharf being from 30 to 35 feet and reserved exclusively for ocean going vessels. The commissioners have another wharf 420 feet in length with 25 feet depth of water for vessels of inland waters, and another wharf 300 feet, with a depth of 25 feet of water, that is used by passenger and freight lines.

The Richelieu and Ontario Navigation Company's wharf is between the last two mentioned wharfs and is used by the steamers of the company.

A private wharf intervenes between the 300 feet wharf of the commissioners and the new government dock. This new dock is 2,000 feet long and built of concrete with a minimum depth of 30 feet of water along the front extension and intended for ocean traffic exclusively.

The top surface of the commissioners wharfs varies from 200 to 275 in width and the government wharf from 200 to 300 feet, the area being over 500,000 square feet for the government dock alone.

Other wharfs are the old Grand Trunk wharf, the wharf at Cap la Magdeleine which accommodate large freight and passenger traffic.

A railway line runs along the whole water front and branches connect the port with manufacturing centres.

The port of Three Rivers is also directly connected with the most important trunk lines of the country, and facilities for loading and unloading freight from cars to the vessels and from vessels to the cars, have been provided. In the southern part of the harbour, however, there are no railway sidings.

The port is very favourably situated for shipping having a channel from 30 to 50 feet in depth along the wharfs very little current and a roadstead from 1,200 to 1,500 feet in width.

The commissioners have reported that there has been a great falling off in the ocean traffic of Three Rivers. This was due to the low prices prevailing in the lumber market of Great Britain, and to the fact that high water prevailed in the river enabling ocean going vessels to take full cargo at Montreal. Eight steamers, carrying two and a half million feet of lumber, sailed direct for Great Britain and one steamer for Cuba, carrying one hundred thousand feet. About ten million feet of lumber was sent to Montreal or Quebec for transhipment.

While ocean traffic diminished, the trade with the United States increased. This trade was carried on by canal boats and steam barges. The exports have nearly doubled within the last two years, amounting in 1907 to $2,340,000. The quantity of lumber exceeded twenty-five million, feet valued at $450,000, pulpwood, eighty-eight thousand cords; wood pulp, $200,000; paper, $200,000; asbestos, $213,000; aluminum, $167,000.

Number of vessels inward, 30, with a tonnage of 56,120 and the same vessels outward, steam barges and canal boats to the United States, 990, tonnage, 117,979. Inland traffic tugs, steamboats and barges, 364, tonnage, 42,242, making a total of 1,384 vessels, barges and canal boats with a tonnage of 216,261 exclusive of passenger and market boats.

The receipts from wharfage rent of wharf, tonnage dues, harbour dues inwards and outwards, amounted to $16,912.97. Proceeds from depentures and material sold $3,046.92. Balance of cash on hand and deposit in bank of $8,413.13, making a total of $28,373.02. The disbursements on revenue account, including sinking fund and interest on debentures, amounted to $16,740.12; on capital account, $1,417.65; deposit in bank, $9,099.61, and claim on debentures, $1,115.64, making a total of $28,373.02.

HALIFAX HARBOUR.

The Harbour Master at Halifax has furnished a report giving particulars of the area of the harbour and its facilities for loading and unloading vessels, wharf accommodation, &c.

Halifax harbour from Georges island to the Narrows is about 3 miles long by three-quarters of a mile wide; the depth of water at low tide is from 10 to 14 fathoms with good anchorage ground.

There are 17 wharfs capable of accommodating coasting and freighting vessels with an area of 125,559 square feet, upon which a number of sheds are built.

There are also 22 wharfs capable of accommodating steamers from 1,600 tons upwards with an area of 330,335 square feet and shed area of 104,981 square feet; the depth of water measuring from 29 to 46 feet. At these wharfs, vessels can load into the sheds and one cold store which will contain 1,000 tons.

In addition to the wharfs above mentioned, the Halifax Tramway Company and the Dominion Coal Company own quays which together hold about 7,000 tons of coal.

The King's wharfs, two in number, used by the military, have a frontage of 250 feet, with depth of water of 20 feet. The dockyard is about 2,700 lineal feet, and water of a depth of from 12½ to 36 feet.

The graving dock, 600 feet long, has a frontage of 825 feet, with three wharfs used as quays and three sheds with an area of 21,552 feet. The depth of water at these quays is from 36 to 51 feet. All the above measurements are at low tide.

The Intercolonial Railway wharf has tracks laid upon it together with a coal chute and grain carrier, and vessels can be discharged into cars and stores alongside.

THE REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY.

The names of the commissioners are:—A. J. McDonald, M. W. Lawlor, and Wm. Hackett.

During the year the number of vessels visiting the port was as follows: 755 ocean steamers, registered tonnage, 1,111,249; coastwise steamers, 214; registered tonnage, 61,447; barks, 6; tonnage, 4,194; barkentines, 10; tonnage, 1,875; brigantines, 1,470; schooners, 742; tonnage, 36,950.

The coal shipments amounted to 1,752,511 tons and the iron ore received to 126,820 tons.

North Sydney is a safe harbour, easy of access for vessels of all classes, with good anchorage anywhere inside the heads. The water area of the harbour is about twelve square miles, with a depth for anchorage of 46 feet at high water and 42 feet at low water.

The port is the terminus of the Intercolonial Railway and has the following wharf accommodation:—The pier used by the railroad has sheds for good accommodation; depth of water alongside of pier, 24 feet running 200 feet at high water and 20 at low, the depth at the inner end of the pier varies from 24 feet to 10.

The Nova Scotia Coal and Steel Company owns two cargo piers, one 900 feet long with a depth of 28 feet of water at high tide. Storage pockets for coal of 5,000 tons, the top of the pier is 70 feet and the discharging end of the chutes 45 feet above high water. The second pier is 650 feet in length and on it are fitted up two gentry cranes with lifting power of ten tons each. The dock between the two piers has been dredged to a depth of 28 feet, and at the end of the dock is a low level wharf 250 feet in length, available for landing and storing goods.

There is also a breakwater in the harbour east of the piers 1,500 feet in length with a depth of water of 16 feet for 300 feet of its length at low water.

There are three other good wharfs about four hundred feet in length, with a depth of 20 feet at high, and 16 feet at low water. They have large warehouse accommodation.

There is a small marine railway capable of hauling out vessels of 250 tons register.

There is a rise and fall of four feet ordinary spring tides.

REPORT OF THE HARBOUR COMMISSIONERS OF BELLEVILLE, ONT.

The names of the commissioners are: David Price, chairman; the mayor for the time being, and T. S. Carman.

Navigation opened in Belleville harbour on April 11 and closed December 2, for the year 1907.

The imports by water stated in the report were as follow:—640,750 feet of lumber; 451,000 laths; 18,370 tons of coal; 1,512 tons of merchandise, and 297 tons of clay. The exports were 962½ tons of merchandise; 1,019 tons of cheese; 2,052 bushels of grain; 24,699 logs and cedars; 95,000 feet of lumber, 29½ tons of iron, and 100,000 shingles. The total amount of dues collected was $2,385.93.

THE HARBOUR OF ST. JOHN, N.B.

The harbour of St. John, N.B., is under the control of the city corporation, and the latest information respecting the harbour has been obtained through the agent of this department from the city and owners of wharf property.

The tide rises and falls in the harbour of St. John from 20 feet at ordinary neap tides to 28 feet at spring tides. The rise and fall of the tides keep the harbour free from ice all the year. The port is the terminus of several steamship lines in winter. Partridge island protects the harbour on the south side, and from Partridge island to the head of the harbour is a distance of two and one-half miles. There are two channels, known as the east and west, on each side of the island. The east channel is 800 feet wide, varying in depth from 22 feet to 30 feet at low water, spring tides, and is

used by all vessels drawing more than nine feet of water. The channel is being deepened and will shortly be navigable at any stage of the tide for the largest steamers.

About one mile inside Partridge island, a beacon marks the western boundary of the main channel, and from the beacon looking north to the head of the harbour it is one and a half miles long and from 1,400 to 2,900 feet wide, and this harbour is fully developed.

There are at present in use 15 deep-water berths for ocean steamers, with capacious warehouses, seven berths for steamers drawing not more than 10 feet of water, and one mile and a half of frontage, including slip-faces at which vessels can be moored and receive cargoes although grounded, without inconvenience or damage. The facilitites for repairing consist of sets of blocks owned by the city and private concerns.

The anchorage grounds in and adjacent to the harbour extend over a wide area. For large vessels there is ample anchorage accommodation, and the bottom is composed of soft mud with gravel in places.

There are 38 wharfs, ranging in length from 200 to 1,540 feet. There are 15 large sheds besides coal sheds and pockets. There are about 18 railway sidings belonging to the Pacific Railway Company, the Intercolonial railway and the New Brunswick Southern railway adjacent to the wharf sheds. At 19 wharfs the depth of water ranges from 18 to 31 feet at low water. At 18 wharfs it is 20 feet at high tide.

A cold storage plant is owned by the New Brunswick Cold Storage Company and is located beside and facing the Intercolonial pier. Any large or small vessel running into the port may easily dock there at any time. There is siding accommodation for sixteen cars at one time, operated either by the Intercolonial or Canadian Pacific railways, when required. The cold store, in addition to large space for general storage, has accommodation of 80,000 cubic feet for fresh fish.

VANCOUVER HARBOUR.

The Harbour Master of Vancouver has furnished a description of the wharf accommodation at Vancouver. The Canadian Pacific Railway wharfs have an area as follows: Main wharf, 2,800 lineal feet berthing accommodation and 270,100 square feet area. For a distance of 1,160 feet the depth of water is 27 feet at low tide and 43 feet at high tide; for a distance of 1,640 feet the depth of water is 23 feet at low tide and 39 feet at high tide. The company owns five freight sheds, with an area of, 136,510 square feet.

They have also a transfer slip, at present handling two barges per day of twelve cars capacity each; the business can be increased by employing more barges.

The means of loading and unloading employed, are generally by ships tackle and trucking, and one steamer crane five tons capacity. One derrick of 30 tons capacity for loading direct from the cars to ships is under construction. Railway tracks are adjacent to all sheds.

A new wharf is under construction which will add 1,500 lineal feet of berthing, 126,000 square feet of area and sheds of 33,000 square feet. The depth of water alongside the wharf is 30 feet at low tide and 40 feet at high tide.

The Evans Coleman wharf has a surface area of 169,540 square feet; depth of water at high tide from 36 to 57 feet, at low tide from 20 to 41 feet; the number of sheds on the wharf is 13 and the area of floors is 128,315. A railroad siding runs to the end of the westerly arm of the wharf and cargo can be loaded into and out of steamers direct.

The Vancouver Ice and Cold Storage Company have two public cold storage buildings; one for butter, cheese and eggs, and the other for freezing and storage of fresh fish. These buildings are on the water front and have a railway siding. The present storage capacity is 350,000 cubic feet and the ice making capacity 50 tons per day.

The MacDonald Marpole Company, Limited, own bunkers; capacity about 600 tons, and two coal sheds of 2,000 tons capacity.

The 'Union S. S. Company, lease a wharf from the Canadian Pacific Railway Company, which has a surface area of 59,500 square feet, depth of water alongside is from 36 to 12½ feet at low tide. On the wharf are four sheds, area of floors 24,450. There is a railway siding to one shed.

Messrs. Brown and Howey have a large warehouse for feed, hay and grain, and the outer end on the wharf is occupied by the New England Fish Company, operating four steamers in the halibut fishery.

In False creek there are about 15 small wharfs and one wharf in the east end of the city owned by the Sugar Refiners Company.

The harbour of Vancouver is very capacious and well sheltered in parts from storms.

VICTORIA HARBOUR.

The wharfs in Victoria are divided into three groups; the outer wharfs, sometimes called the ocean docks, are used by ocean going steamers. They are situated on the east side of the entrance of the inner harbour and consist of two wharfs, the old and the new wharf. The old wharf is 754 feet long on one side and 590 feet on the other; it is 100 feet wide except at the outer end, where it is 140 feet wide. The freight shed upon this wharf is 524 feet long by 60 feet wide, giving a floor space of 31,440 feet.

At the new wharf, ships use the north side and end only, the berthing space at the side is 940 feet and 140 feet at the end. The freight shed is 770 feet long, giving 47,900 superficial feet of shed room. The general depth of water at these wharfs at low tide is 33 feet excepting at one spot where the water is 26 feet only.

The wharfs of the inner harbour have a frontage of 4,136 feet and shed area of about 84,000 superficial feet. These wharfs lie along the city front and the depth of water at low tide ranges from 12 to 18 feet.

Around the inner harbour there are 11 wharfs owned by industrial concerns. These have a frontage of some 15,000 feet, depth of water from 6 to 12 feet at low tide. Sheds on these wharfs have a floor space of about 20,000 feet.

There are no railway connections at Victoria wharfs. The city has one cold storage plant and shed of 30,000 cubic feet capacity.

Steamers use their own winches for loading and unloading, but freight in coasting

steamers is handled by small trucks. Sailing vessels are loaded by means fo movable hoisting engines.

The anchorage ground for large vessels is the Royal Roads outside the harbour, in summer, and at Esquimalt in winter, where from five to eight fathoms of water with mud bottom may be had.

LEGISLATION.

Section 4 of the Canada Shipping Act, Chapter 113 of the Revised Statutes, was repealed.

The Governor in Council may now make regulations in respect of the manner in which ships belonging to His Majesty may be registered as British ships.

Section 27 of the said Act was amended, relating to the names of ships.

Paragraph (*f*) of section 72 describing the meaning of a coasting voyage, the said Act is amended by inserting section 75A after section 75 relating to the examination of masters and mates.

Section 96 was amended by striking out the words 'one hundred,' and substituting 'one hundred and fifty, 'relating to a ship on a coasting voyage carrying a certificated master.

Section 97 of the said Act is amended by striking out the words 'two hundred' and inserting 'four hundred,' relating to certificated mates in certain cases.

Section 100 of the said Act is amended by inserting after the word 'hire' the words 'or to steamers of not more than five tons, gross tonnage,' relating to certificated officers.

Section 120 of the said Act is amended, relating to going to sea without a certificate.

Subsections 1 and 2 of section 141 are repealed, relating to fees in engagement or discharge of seamen.

Section 384 of the said Act was amended by striking out the word 'two' and inserting the words 'one' and 'one-half,' relating to tonnage duty.

Sub-paragraph (*v*) of paragraph (*c*) of subsection 1 of section 477 is amended, relating to pilotage dues and exempted ships.

Section 714 of the said Act is repealed and a new section 714 substituted, as to deck loads in winter, the carrying of heavy wood goods, light wood goods, exemption from fines in certain events, and the interpretation of both heavy wood goods and light wood goods, and the space in which wood goods are carried.

Subsection 2 of section 724 of the said Act is amended by striking out the word 'twelfth' and substituting the word 'sixteenth,' relating to deck loads.

Chapter 46 of the Statutes of 1906 is repealed, relating to deck loads.

Section 732 of the said Canada Shipping Act is amended by adding the words 'certificates,' 'includes license and branch license,' relating to wrecks, &c.

Section 781 is repealed and a new section 781 substituted, relating to the commissioner for formal investigations and the court.

Section 782 of the said Act is repealed and a new section 782 substituted, relating to the duty of the court of investigation; the said Act was also amended by inserting after section 782 a new section 782A, relating to preliminary investigation being unnecessary.

Section 784 of the said Act is repealed and a new section 784 substituted, relating to assessors and their qualifications.

Section 785 of the said Act is repealed.

Section 786 of the said Act is repealed and a new section 786 substituted relating to oaths of commissioners and assessors.

Section 796 of the said Act is repealed and a new section 796 substituted, relating to the court requiring delivery of certificates.

Paragraphs (*i*) and (*j*) of section 565 of the said Act are amended in respect of the meaning of the word passenger on a steamboat.

Chapter 47 of the Statutes of 1907 is repealed.

Sections 566-7-8 of the Canada Shipping Act are repealed and a new section enacted as section 566 of the said Act, relating to the use of boilers in steamboats belonging to His Majesty, and also including steam dredges, floating elevators, steam yachts and freight boats, as regards the yearly rate or duty and carrying of life buoys.

Section 591 of the said Act is repealed and a new section 591 substituted, relating to injury to steamboats.

Section 598 of the said Act is repealed and a new section 598 substituted in regard of an inspector seeing that steamboats have proper lights.

Section 621 of the said Act is amended by striking out the word 'passenger,' relating to wire ropes and bell-pulls.

Section 632 is repealed and a new section 632 substituted, relating to temporary certificates to act as engineer.

Paragraph (*c*) of subsection 3 of section 640 of the said Act was amended, relating to qualification of third-class engineer.

Subsection 1 of section 141 of the said Act is repealed and a new section 641 substituted, forbidding the employment of an engineer without a certificate, and a proviso as to temporary supply of deficiency.

Section 657 of the said Act is repealed and a new section 657 substituted, relating to the omission to report injuries to hulls, machinery and boilers.

Section 666 of the said Act is repealed and a new section 666 substituted, relating to the engagement of a non-qualified engineer, and the penalty.

Section 798 is repealed and a new section 798 substituted, relating to the copy of judgment to be given.

Section 799 of the said Act is repealed and a new section 799 substituted, relating to judgment to be sent to the minister, also the certificate of the officer affected.

Subsection 3 of section 801 is amended, relating to the cancellation or suspension of holders of certificates.

Section 806 of the said Act is repealed and a new section 806 substituted, relating to rehearing of a case.

Section 806 is also amended by substituting 806A relating to no appeal beyond rehearing and proceedings to be quashed for want of form.

Section 820 of said Act is repealed and a new section 820 substituted, relating to penalty for failure to deliver a certificate.

The schedule to the said Act is amended by adding certain forms.

An Act, Chapter 66, relating to signal dues at Halifax, was enacted.

F. GOURDEAU, *Lt.-Col.*,
Deputy Minister of Marine and Fisheries.

OTTAWA, April 1, 1908.

APPENDIX No. 1.

ANNUAL REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT OF MARINE AND FISHERIES.

The Deputy Minister of Marine and Fisheries.
Ottawa.

Sir,—I have the honour to submit a report of the work done in the several services under the supervision of this office during the twelve months ended March 31, 1908.

This embraces work done at departmental headquarters on the construction of lighthouses, lightships and fog-alarms, the supervision of construction and repairs of lifeboats; the administration of the vote for the removal of wrecks and obstructions in navigable waters; tidal and current surveys; and the publication, examination and correction of hydrographic charts; construction of and repairs to fish hatcheries and refrigerators; engineering points in connection with the construction and maintenance of fish-passes; supervision of surveys of oyster beds; examination of applications for foreshore, wharf and other lots as they affect the interests of navigation; preparation and publication of notices to mariners and hydrographic notes, &c.

STAFF.

There is a special staff appointed for the tidal and current survey work; the remainder of the work of the branch is attended to by the general staff of the office.

The following changes have been made during the year in the staff of my office :

On May 1, 1907, Mr. E. M. Longtin, formerly on the department's hydrographic work was transferred to my branch as assistant engineer at a salary of $1,000.

On May 6, 1907, Mr. A. Martin was appointed a draughtsman at $75 per month.

On July 8, 1907, Mr. G. E. Dowling resigned his position as a draughtsman.

On July 17, 1907, Mr. A. E. Dion was appointed a draughtsman at $70 per month, but resigned his appointment on August 30.

On July 18, 1907, Mr. T. E. Calderon was appointed a draughtsman at a salary of $75 per month.

On October 23, Mr. T. N. Binks was appointed a draughtsman at $50 per month.

During the year assistants from the office were increasingly employed in supervising work of construction; M. de Miffonis in inspecting the construction of a reinforced concrete tower on Little Hope island, and in building a similar lighthouse at Cape Anguille, Mr. Longtin in superintending work at the Lower Traverse; and Mr. Surtees on inspection work.

The system of having district resident engineers to attend to details of construction and repair work is found to work well, as it would have been impossible to attend to the great quantity of work now involved in the improvement of aids to navigation, from headquarters. I wish to bear testimony to the efficient services of Mr. Légère in the maritime provinces; Mr. P. E. Parent in Quebec, and Mr. Murphy on the upper lakes. It seems desirable that the same system should be extended to British Columbia.

OFFICE WORK.

A large proportion of the work done by the general staff of the branch consists in the construction, repair or improvement of light buildings, fog-alarms, beacons and other aids to navigation. Full details of the work done in this connection during the

past twelve months are contained in a separate report which is attached hereto. (Inclosure A.)

Plans and specifications for all important new buildings and repairs, new vessels, &c., are made or approved in this office.

The following table indicates the work done in the drafting office during the twelve months ended March 31, 1908 :—

Description of Work.	Plans Designed.	Plans Received.	Copies Made.
Lighthouse towers and dwellings	34	4	177
Fog alarm buildings	13	2	74
Details	45	26	301
Wharfs, piers, &c	2	1	13
Outbuildings	1		22
Machinery	1	23	12
Lanterns and illuminating apparatus		6	3
Fish hatcheries	1	2	11
Marine hospitals			9
Steamers			9
Land surveys	2	24	40
Plans relating to foreshore	3	196	36
Miscellaneous	9	189	200
	111	473	913

Total plans for twelve months from April 1, 1907 to March 31, 1908	1,497
Charts received and recorded	139
Charts received and entered in chart books	36
Photographs received and recorded	288
Specifications written	35
Notices to mariners issued (comprising 363 subjects)	137

PUBLICATIONS.

The work of preparing and issuing notices to mariners continues to be heavy and urgent; during the past twelve months, 137 notices, covering 363 subjects, having been published. Amongst important notices, involving considerable labour in compilation, and representing useful work done in the department, are:—

An index to last year's notices; sailing directions and re-arrangement of lights and buoyage at Limekiln crossing, Ont.; list of aids to navigation in Rideau canal, Ont., from Merrickville to Edmunds' lock; list of aids to navigation in Restigouche river, N.B.; hydrographic information respecting Masset harbour and buoyage in Dodd and Cunningham passages, B.C., and hydrographic information respecting dangers and sailing directions in Parry passage, Queen Charlotte islands, B.C.

During the past twelve months notices relating to waters outside of Canada were issued, covering 13 items relating to Newfoundland and Labrador, 1 item relating to the Atlantic, 6 to the inland, and 7 to the Pacific waters of the United States, as well as 16 notices referring to transatlantic subjects. No attempt is made to issue a complete synopsis of British or foreign notices, but merely to republish items likely to be of immediate interest to Canadian vessels, or to vessels leaving Canadian ports for the more important or frequented foreign ports.

REMOVAL OF OBSTRUCTIONS.

During the past twelve months the following work has been done, under the annual appropriation for the removal of wrecks and obstructions:—

The schooner *Southampton*, which sank in Sarnia bay, Ont., was moved by the Reid Wrecking Company, of Sarnia, the contract price being $950.

Tenders were called for the removal of the wrecked schooner *M. C. McLean*, which

sank near the wharf at Baddeck, N.S. One tender only was received, which being considered too high, the owner of the vessel was requested to remove the wreck at once.

The schooner *Nova Stella* sank in Amherst harbour, Magdalen islands, in October, 1907, and tenders were called for its removal. One tender was received, which being considered too high, further action on the matter was delayed until the spring of 1908.

The schooner *Mary H. Ames* sank near Port Daniel, P.Q., and was removed by contract by Mr. Peter Deraiche, of Port Daniel, P.Q., the contract price being $200.

HYDROGRAPHIC WORK.

The hydrographic surveys of this department are now in charge of Mr. W. J. Stewart, who will make a special report of the year's progress.

All hydrographic notes reaching the department are prepared for publication in this office, and embodied in notices to mariners.

In preparing notices to mariners, special attention has been paid to publishing all information obtainable respecting the hydrography of Canada, and the fullest possible sailing directions have been appended to all descriptions of aids to navigation, so as to increase the value of these notices. During the past twelve months the following hydrographic notes were published:—

Affecting the Atlantic Coast.—Derelict reported in Atlantic ocean; bank reported in Bay of Fundy; government survey steamer at work in Bay of Fundy; Quaco lighthouse destroyed by storm; time signals sent from St. John observatory by wireless telegraphy to Camperdown for transmission to ships within the zone; and removal of wrecks of schooners *Ripple* and *Ida M. Shaffner* from Port Bickerton harbour.

Gulf and River St. Lawrence.—New edition of Gulf telegraph chart published; publication by the department of hydrographic charts, St. Lawrence river, No. 1, (Montreal to Longue Pointe), No. 10 (vicinity of Port St. Francis), No. 11 (Three Rivers to Bécancour), No. 12, (Becancour to Champlain), No. 13 (Champlain to Pointe Citrouille), No. 14 (Batiscan to Cap Levrard, No. 15 (Cap Levrard to Ste. Emelie) ,and No. 16 (St. Emelie to Deschambault); changes in pilotage regulations below Quebec; list of aids in Restigouche river, N.B.; alterations in buoyage on Lake St. Peter; and uncharted rocks reported in Watagheistic sound, Hare island and Rocky bay.

Inland waters.—New edition published of Canadian list of lights and fog signals; list of storm signals on great lakes and connecting waters; lights on great lakes to be kept in operation until December 10, 1907; rearrangement of buoyage and magnetic variation in Kingston harbour, Ont.; wreck of *Sir Wilfrid* marked by gas buoy; wreck of tug *W. B. Castle* removed from Detroit river; and uncharted rock reported off northeast Hen island, Lake Erie.

Pacific Coast.—Chart of Prince Rupert harbour issued; list of wireless telegraph stations in British Columbia; hydrographic notes and sailing directions respecting Lofty island, Petrel channel, and Parry passage and approaches; uncharted rocks and dangers reported in Tofino inlet, Dixon entrance off Frederick island, between Larcomb and Frank islands, Skincuttle inlet, Mosquito harbour, Zayas island, Hand island, and shoals reported in southern approach to Prince Rupert harbour; hydrographic information respecting Masset harbour, Graham island; and directions for entering Naden harbour, Queen Charlotte islands.

ICE-BREAKING.

The work of ice-breaking in Thunder bay and vicinity was continued during the past year. Contracts for the work were awarded, as in previous years, and the work was carried out in a satisfactory manner.

(1) A three years' contract was entered into with the Canadian Towing and Wrecking Company, Limited, of Port Arthur, to keep the harbours of Port Arthur,

Fort William and West Fort William open for navigation until December 17, in each year, and to open the same each spring in time to admit upward bound vessels from Sault Ste. Marie to enter the harbours as soon as that canal was opened for navigation. The contract price is $30,000 per season, which also includes an agreement to remove all the lightkeepers in the vicinity from their stations at the close of navigation in each year. The contractors carried out the work as above specified; the whole being under the constant supervision of the respective harbour masters of the ports referred to.

Strong representations were made to the department that it was extremely necessary to see that the receiving ports at the eastern end of the chain of lakes were kept open, to correspond with the harbours of Port Arthur, and Fort William. Three ports were recommended by the Marine Association of Canada for favourable consideration in this respect, and arrangements were made as follows :—

(2) A contract was entered into with the Midland Towing and Wrecking Company, Limited, of Midland, to keep the harbour of Midland open until the close of navigation of 1907, for the sum of $4,000.

(3) A contract was entered into with Mr. C. E. Pratt, of Parry Sound, to keep the harbour of Parry Sound open until the close of navigation of 1907, for the sum of $300.

(4) A contract was entered into with Messrs. R. S. Fisher and A. Montgomery, of Collingwood, to keep the harbour of Collingwood open until the close of navigation of 1907, for the sum of $300.

In each of the above cases the work was satisfactorily done, under the supervision of the harbour masters of the respective ports.

TIDAL AND CURRENT SURVEY.

In this survey under the direction of Dr. W. B. Dawson, substantial progress has been made both in the tidal branch and in the investigation of the currents. The quantity of information sent out in reply to special requests is steadily increasing. This is of a very varied character, including such matters as the low-water datum for hydrographic surveys, tide levels for dredging purposes, the range of the tide required in wrecking operations, water temperature desired for investigations of fish immigration, &c.; besides requests for information which can be found in reports and tide tables already published. The need for information on the tides at the smaller harbours is also constantly increasing, to meet the growing tendency to ship lumber and other produce direct from the smaller localities.

Investigation of the Currents.—The work indicated as proposed, in the last report, has been fully carried out; the C.G.S. *Gulnare* being employed throughout the season in completing the investigation of the currents in the Bay of Fundy. The observations of the two seasons of 1904 and 1907 were reduced to a uniform basis, with relation to the tide at St. John, N.B., so as to bring the movements of the current into correspondence with the tide itself, as given in the tide tables for that port. To secure a complete and satisfactory comparison, the observations in the steamer were taken continuously, day and night. The results, when brought to the most concise and practical form, are published as 'Tables of hourly Direction and Velocity of the Currents, and the time of Slack Water.' The region included in these tables comprises the lower part of the Bay of Fundy below St. John, and its approaches as far as Cape Sable. A chart, accompanying these tables, shows the chief results in a graphic manner. These are the only tables of the state of the current, hour by hour, similar to those prepared for the coasts of Europe, which have yet been published for any North American waters of extended area.

Staff.—These investigations of the current were carried out under the personal supervision of Dr. Dawson, with the assistance of Mr. S. C. Hayden in both seasons, and Mr. H. W. Jones in 1904 and Mr. C. L. Blois in 1907. The night observations

were taken by assistants engaged temporarily. Captain T. G. Taylor, the master of the *Gulnare,* gave valuable co-operation in the work, in addition to his ordinary duties. Mr. Hayden had also charge of the meteorological observations on board, and Mr. Jones afterwards assisted largely in the office reduction of the observations.

The same staff carry out the calculation and publication of the tide tables during the winter season, together with the reduction of the tidal observations on which they are based; and also the erection, inspection and repair of the tidal stations themselves.

Tidal Stations and Tide Tables.—The principal tidal stations on the St. Lawrence and Atlantic coasts have been maintained in continuous operation throughout the year; as well as the six stations on the Pacific coast. A new station at Charlottetown, P.E.I., has been erected and fully equipped. This will serve as a principal station for Northumberland strait, and will place that region on an independent basis. The tidal station at St. Paul island has also been rebuilt; as this is essential as a port of reference, in view of proposed observations in Miramichi bay and Chaleur bay. In British Columbia, the tidal stations have been inspected and put in repair; and the tide gauge at Vancouver has been replaced by a special type of recording instrument which is better adapted to the tide in that harbour.

The information published in the tide tables is being extended year by year. The principal additions for Eastern Canada are the full tables for Cap à la Roche and Beaujeu bar, which are the shallowest points in the St. Lawrence ship channel above and below Quebec, until dredging operations are completed. The demand for local information, beyond the scope of the tidal tables, is also on the increase. This is prepared by extra work in the office, without involving expense, and is published in local papers, tourist guides, &c., or is posted as type-written tables in hotels at seaside resorts, where it is much appreciated.

In the tide tables for British Columbia the principal additions to be noted are tables for the turn of the current in First narrows at the mouth of Vancouver harbour. Similar tables are annually calculated for Active pass and Porlier pass; and the value of these is apparent, as the maximum strength of the current is from five to nine knots, and the traffic through these passes is largely handled by tugs which have to time their trips to accord with slack water. There is also a special table which shows the variation of the time of the tide at Prince Rupert, the terminus of the Grand Trunk Pacific Railway. New data are also given for ports at the mouth of the Skeena river, and for the Queen Charlotte islands, where the harbours are beginning to assume importance.

The edition of the tide tables has now reached a total of 12,000. This includes two pocket editions for Quebec and St. John, chiefly for the convenience of the pilot service. A large proportion of these tide tables are addressed individually, besides the supplies sent to the various shipping companies and steamship lines.

The Great Lakes.—Arrangements have been made for observations on the Canadian shores of the great lakes, which will give valuable comparisons with those on the United States side, as they will show the raising and lowering of the water in the harbours under the influence of the wind. The record of the water level in Lake Ontario, as recorded at Toronto by the harbour master, will hereafter be forwarded to this Survey.

Proposed work for the season of 1908.—During this season it is proposed to make an investigation of the currents in Northumberland strait. It is known that these currents are very complex, so much so that mariners usually suppose that they are chiefly governed by the wind. But such preliminary observations as have been obtained by this Survey indicate that they are in reality dominated by laws of an astronomical nature, like the tides themselves. It is thus hoped that when they are systematically investigated with modern appliances, it may prove possible to bring the results into such relation with the tide as may be sufficiently simple for practical

purposes. With this view, the observations will be continued day and night, to obtain a complete basis of fact.

The currents in this strait have much importance, as their strength amounts to nearly three knots; and a knowledge of their true nature would throw light on the movement of the ice during winter navigation, as well as in the summer season.

Respectfully submitted,

WM. P. ANDERSON,
Chief Engineer.

Chief Engineer's Office,
Department of Marine and Fisheries,
Ottawa, Canada, April 1, 1908.

(Inclosure A.)

DETAILED REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT OF MARINE AND FISHERIES ON CONSTRUCTION, ESTABLISHMENT AND IMPROVEMENT OF LIGHTHOUSES AND OTHER AIDS TO NAVIGATION UP TO MARCH 31, 1908.

To the Deputy Minister,
Department of Marine and Fisheries,
Ottawa.

Sir,—I have the honour to submit a detailed report on work done in the construction and establishment of aids to navigation for the twelve months ending March 31, 1908.

NOVA SCOTIA

NEW AIDS TO NAVIGATION.

Port Greville.—A lighthouse was established at this port. It is an inclosed wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern: the whole painted white. The tower is 27 feet high from its base to the ventilator on the lantern. The work was done by contract, by Mr. John D. Reid, of Wallace bay, N.S., the contract price being $790.

Bass River.—A lighthouse was built on the west side of the mouth of Bass river, Cobequid bay. The tower stands on the shore about 400 feet northward of and inside the point on the west side of the mouth of Bass river. It is an inclosed wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. The building is 32 feet high from its base to the ventilator on the lantern. The light is a fixed red light, elevated 39 feet above high water mark, and visible 7 miles from all points of approach by water. The illuminating apparatus is dioptric of the sixth order.

The work was done by contract, by Mr. S. Beckwith, of Bass river, N.S., the contract price being $450, but an additional sum of $200 was allowed him on account of the lighthouse site being changed after he had brought all his materials to the old site, and had started construction work.

Little Hope.—A reinforced steel concrete cylindrical tower was erected at this station. It is 10′ 6″ in diameter, 75 feet high from its base to the lantern platform.

and 95 feet high to the vane on the lantern. It is surmounted by a circular iron lantern, and the tower is strengthened throughout its whole height by six concrete ribs. A reinforced concrete stairway is constructed within the tower from its base to the lightroom floor. The tower was built by contract by the Steel Concrete Company, Limited, of Montreal, the contract price being $7,250. A steel framed concrete dwelling for the keeper was also erected, the steel framework being supplied by Messrs. I. Matheson & Co., of New Glasgow, N.S., for $800, and the building erected by day's labour, under the supervision of the Nova Scotia agency, at a cost of $2,860.91.

Harbour Island.—The wooden lighthouse tower and outbuildings mentioned in last year's annual report, as being under construction, were completed. The lighthouse consists of a square wooden building, with a square wooden lantern rising from the middle of its hip roof. The sides of the building and lantern are painted white, and the roofs are painted red. The height of the lighthouse from its base to the top of the ventilator on the lantern is 35 feet.

The light is an occulting dioptric white light of the sixth order, visible for 8 seconds and eclipsed for 4 seconds, alternately. It is elevated 37 feet above high water mark, and visible 11 miles. The work was done by contract by Mr. Stewart C. McMillan, of Isaacs Harbour, N.S., the contract price being $1,595.

Goillon Rock.—A beacon was erected on Goillon rock, Lennox passage. It consists of an octagonal concrete pyramid, 15½ feet high. The work was done by day's labour under the Nova Scotia agency, at a cost of $762.77.

Fourchu Head.—A lighthouse was established on Fourchu head (the point on the south side of Fourchu inlet), Cape Breton. The tower stands near the end of the point, 130 feet back from high water mark, on land elevated 20 feet above high water mark. The tower is an inclosed wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. The height of the tower from its base to the top of the ventilator on the lantern is 32 feet. The light is a fixed red dioptric light of the sixth order, elevated 48 feet above high water mark, and visible 8 miles from all points of approach. The work was done by contract, by Mr. Lawrence Mury, of Amherst West, N.S., the contract price being $700.

Glace Bay.—Range light towers were erected in Glace cove, Glace bay, and were put in operation on December 15, 1907. The front tower stands on the north pier at the entrance to Glace cove, 10 feet from its outer end. The tower is an inclosed wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. The height of the tower from its base to the top of the ventilator on the lantern is 22 feet. The light is fixed red dioptric of the sixth order, elevated 23 feet above high water mark, and visible 6 miles from all points of approach.

The back tower stands on the south side of Glace cove, about 75 feet back from the water's edge, and distant 1,900 feet from the front tower. It is an inclosed wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. The height of the tower from its base to the top of the ventilator on the lantern is 42 feet. The light is fixed red catoptric, elevated 51 feet above high water mark, and visible 8 miles in, and over a small arc on each side of, the line of range. The lights in one lead into the entrance of the harbour between the north and south piers, clear of all obstructions. The work was done by contract by Mr. Angus McCaskill, of Glace Bay, N.S., the contract price being $1,375, and extras of $40 were allowed.

Amherst.—Two wooden range light towers were erected at Amherst. The towers are square in plan, with sloping sides, lantern galleries, and are surmounted by square wooden lanterns. The back tower, on a concrete foundation, is 20 feet square at its base and is 42½ feet high from base to vane on the ventilator. The front tower,

on a concrete foundation, is 12 feet square at its base, and is 22½ feet high from base to ventilator on lantern. The work was done by contract, by Mr. J. H. McKay, of Amherst, the contract price being $2,300.

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Apple River.—A new brick chimney, 45 feet high, was built; a floor put in under the cistern; the fog alarm building enlarged to accommodate the engine; and the coal shed also enlarged. The walls of the boiler room were completely lined with brick and in other ways renovated. The work was done by day's labour, under the Nova Scotia agency, for $1,329.91.

Cape D'Or.—The fog alarm machinery underwent some repairs and improvements, and the alarm was changed so as to sound one blast of six seconds' duration every minute, the work being done by day's labour, under the Nova Scotia agency, for $695.87.

Cape Sharp.—For the purpose of increasing the power of the fog alarm, a 3-inch diaphone was installed in the place of the 1½-inch diaphone formerly in use there. A new air tank was also supplied and a countershaft erected for driving the timing device. An addition to the fog alarm building had also to be made to accommodate the extra tanks required to operate the larger diaphone. The diaphone plant was obtained from the Canadian Fog Signal Company, of Toronto, in exchange for the old 1½-inch plant and an additional sum of $3,300. The alterations to the building and machinery were performed by day's labour, under the Nova Scotia agency, and cost $594.89.

Wedge Island.—A new boathouse was erected, the work being done by day's labour, at a cost of $429.99.

Cranberry Island.—A new dwelling house was erected for the fog alarm engineer. It is of framework, 26′ x 24′ x 14′ 4″ high, the foundation walls and piers being built of concrete and the whole of the exterior painted. The building was erected by Thos. O'Neil, of Salmon River, N.S., by contract for $2,200. In addition to the above an oil store is now in course of construction by day's labour.

Grande Digue.—The pole light formerly maintained at Grande Digue, Lennox passage, was replaced by a light shown from a lighthouse tower, erected on the south side of the road leading to the old wharf, and distant 70 feet southward of the site of the old pole light. The tower is a wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. The height of the tower from its base to the top of the ventilator on the lantern is 32 feet. The light is fixed red dioptric of the sixth order, elevated 29 feet above high water mark, and visible 7 miles from all points of approach. The work was performed by contract by Lawrence Mury, of West Arichat, N.S., the contract price being $452.

Louisburg.—The siren was replaced by a 3-inch diaphone, operated by compressed air, giving 2 blasts of 3 seconds' duration every 75 seconds. The diaphone was supplied by the Canadian Fog Signal Company, of Toronto, for $2,300. In order to accommodate this diaphone, the fog alarm building was enlarged, and repairs made to it, the work being done by day's labour, under the Nova Scotia agency, at a cost of $1,393.71.

In connection with the submarine signal bell station, established at Louisburg, the necessary building to contain the bell, &c., was erected by day's labour, at a cost of $993.92.

Scatari.—Repairs and improvements were executed at this fog alarm station. Two new 50 horse power Robb-Mumford boilers were installed and smokestack breeching supplied, the old brick stack being torn down. Repairs were made to the cistern and boiler-room floor and caulking done to boiler. The stack breeching was supplied

by Messrs. I. Matheson & Co., of New Glasgow, for $72.50, and the installation of boilers and repairs was done by day's labour, under the Nova Scotia agency, for $902.34.

Low point.—A new 40-horse-power Robb-Mumford boiler was installed at the fog-alarm station, supplied by the Robb Engineering Company, of Amherst, N.S., for $1,008.

McKenzie point.—The lighthouse tower was found to be in a very decayed condition, and it was considered advisable not to repair the old building but to erect a new tower, to carry a 7-foot lantern. A new wooden tower is, therefore, in course of construction, and will be completed during the coming season. The keeper's dwelling is also undergoing repairs. The work is being done by day's labour, under the Nova Scotia agency, the cost to date being $212.54.

Cape George.—A new wooden lighthouse tower and keeper's dwelling were erected at this station in Antigonish county. The tower is octagonal in plan, with sloping sides, surmounted by an octagonal iron lantern, and is 54 feet 6 inches high from its base to apex of lantern. The dwelling is of framework, on concrete foundation, and is 26 feet by 24 feet by 14 feet 4 inches high. The work was done by contract by Mr. E. F. Munro, of Westville, N.S., the contract price being $3,097, but $213.56 were allowed him in addition for changes to buildings which were afterwards found necessary.

North cape.—A 3-inch diaphone was installed in the new fog-alarm building described in last year's annual report. It was purchased from the Canadian Fog Signal Company, of Toronto, and cost $4,600. In addition to the above a double dwelling house for the use of the engineers is now in course of construction and will be completed during the coming season. The construction work at this station is being done by day labour, and the cost this year has been $6,248.57.

Pictou island.—A new dwelling was erected for the lightkeeper at this station. It is of framework, 26 feet 4 inches by 20 feet 10 inches by 15 feet high, and the work was done by day labour, under the Nova Scotia agency at a cost of $782.39.

Amet island.—Further repairs were found necessary to the breakwater, 100 feet of cribwork and 50 feet of the stone wall were carried away by storm and had to be renovated, as well as a great deal of the covering all around the work. The work was done by day labour, under the supervision of the Nova Scotia agency, at a cost of $1,292.01.

Cape Race.—The reinforced concrete tower, mentioned in last year's annual report as being under construction, was completed. It is a cylindrical tower, painted red and white in broad vertical stripes, and is surmounted by a circular iron lantern. The tower is 100 feet high from its base to vane on lantern, and the light is elevated 165 feet above high water and visible nineteen miles from all points of approach by water. The tower was erected by the Steel Concrete Company, Limited, of Montreal, for $4,800. On April 1, 1907, the steam fog whistle, formerly in use at the station, was replaced by a 5-inch diaphone which was supplied by the Canadian Fog Signal Company, of Toronto, for $650. The lightkeeper's dwelling also required considerable repairs, the clapboarding and shingling being renovated and the windows and roof put into proper condition. A new double dwelling for the fog-alarm engineers is also in course of construction. The whole of the above erection work is being done by day labour, under the Nova Scotia agency, and the cost, this year, has been $5,645.46.

The following lighthouses were repainted with white and red stripes or bands, to make them more conspicuous when snow is on the ground:—Brier island, Seal island, Sambro, Beaver island, Country harbour, Whitehead island, and Guion island.

In addition to the above, minor repairs were also executed at the following stations.

Eddy point, retaining wall and repairs	$ 149 40
False passage, repairs to beacon	268 32
Manger beach, triplex pump and repairs	158 12
Mitchener point, site for lighthouse	143 57

NEW BRUNSWICK.

NEW AIDS TO NAVIGATION.

Long point.—A light was established at Long point, Belleisle bay, St. John river. The fixed white light, elevated 38 feet above high water mark, is shown from a lens lantern hoisted on a mast, and is visible 6 miles from all points of approach. The mast stands on land 14 feet above high water mark and is 27 feet high. The work was done by day's labour under the New Brunswick agency, at a cost of $193.39.

Anderson hollow.—A mast light was established on the breakwater 22 feet above high water. A crib 9 feet square, 3 feet 6 inches high, was built around the mast, with a ballast floor filled in with stone. The work was done by day's labour and cost $46.76.

Peck point.—It has been decided to move the lighthouse tower, now at Ward point, to this point and to install, in addition, a fog alarm there. A 1-inch diaphone plant and machines has, therefore been supplied by the Canadian Fog Signal Company, of Toronto, for $997.56, and will be installed during the coming season.

Cocagne.—The range lights, described in last year's annual report, and stated as under construction, were completed, the work being done by day labour, under the New Brunswick agency, the cost to complete the work being $699.17.

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Gannet rock.—The fog alarm building, mentioned in last year's annual report as under construction, has been completed, and the 5-inch diaphone plant, which was purchased last year from the Canadian Fog Signal Company, of Toronto, has been installed.

The fog alarm building stands on the southern end of Gannet rock, distant about 40 feet from the dwelling attached to the lighthouse tower. It is a rectangular wooden building, painted white, with the roof red. The horn, elevated 37 feet above high water mark, projects from the south side of the fog alarm building and points due south. The work was done by day's labour, under the New Brunswick agency, and the cost, this year, has been $4,718.16.

Passamaquoddy bay.—Extensive repairs were made to the cribwork upon which the St. Andrews east beacon light stands. The block was filled with stone and concrete, and all timbers, planking, &c., renewed. The work was done by day labour, under the New Brunswick agency, and cost $2,535.45.

Tiner point.—The water pipes at this fog alarm station required relaying, to prevent them from freezing in the winter. A trench was dug from a brook at a point 900 feet back from the fog alarm building, and the piping relaid below the frost line. The work was done by day labour, under the New Brunswick agency, and cost $426.72.

Negro Head.—The submarine station, mentioned in last year's annual report as under construction, was completed. It is a one-story framed building, 20 feet square, attached to the east side of the Tiner point fog alarm building, and will contain the

machinery for operating two submarine electric bells. The construction work was performed by day's labour, under the New Brunswick agency, and cost $1,707.19.

Wilmot Bluff.—A new wooden lighthouse tower is in course of construction at this station to replace the mast light hitherto exhibited here. The work is being done by contract, by Mr. John C. Palmer, of Kars, N.B., the contract price being $1,060.

Cape Spencer.—A wooden fog alarm building, with a large concrete cistern under, to contain a 3-inch diaphone plant, was erected by contract, by Mr. Edward Bates, of St. John, N.B., the contract price being $2,100 for the building and $550 extra for putting in concrete cistern. The diaphone plant was furnished by the Canadian Fog Signal Company, of Toronto, for $7,250, and has been installed. In addition to the above works, a dwelling for the engineer will be erected during the coming season. The fog alarm plant was installed by day's labour, at a cost of $397.16.

Quaco.—The breakwater lighthouse tower was improved by cutting down the corner posts to the level of the lantern sills and building a new wooden lantern, with vertical sides, from which a better light is shown. The work was done by day labour and cost $262.29. During a heavy storm, however, on February 1, 1908, the whole lighthouse was swept away together with 60 feet of outer end of the breakwater. A temporary mast light was immediately erected by day labour, pending the re-erection of a new end to the breakwater.

Cape Tormentine.—A new lighthouse tower, from which Cape Tormentine back range light is shown, was erected 70 feet back in the line of range from the iceboat house; and the exhibition of a light from the cupola of the iceboat house discontinued. The new tower stands on the top of the bank, 100 feet back from the water's edge, near the inner end of the pier. It is distant 2,620 feet from the front light on the pier. The tower is a wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. It is 32 feet high from its base to the top of the ventilator on the lantern. The light is fixed white, is dioptric of the seventh order, elevated 46 feet above high water mark, and visible 12 miles from all points of approach by water. The work was done by day labour under the supervision of the New Brunswick agency, and cost $973.85.

Buctouche.—The sea having encroached considerably upon the bank close to the lighthouse tower, an extra 375 feet of close pilework was built as an extension to the present protection work. A waling was fastened to the piles, just above high water mark, and cross-ties, 8 feet long, secured to the piles and waling. The work was done by day labour, under the New Brunswick agency, and cost $818.52.

Escuminac.—The old fog alarm building underwent further alterations and improvements to receive the new 3-inch diaphone plant ordered for this station. The plant was furnished by the Canadian Fog Signal Company, of Toronto, for $4,600, and the cost of installing the machinery and making the necessary alterations to the building, which was done by day labour, was $4,869.59.

Pokemouche.—A protection and boathouse block, 40 feet long, with a ballast floor, was built at this station, as a protection to the beach in the rear of the lighthouse, and also to make the landing of boats less dangerous. The work was done by day labour, and cost $218.

Shippigan.—The lighthouse tower at this station was changed internally, to receive a new third order single flashing light. The cost of altering the tower was $314.76, the work was done by day labour.

Goose lake.—Considerable repairs were made to the protection work at this station, the work being done by day labour, at a cost of $670.50.

Little Belledune.—A lighthouse tower was erected at this station, in place of the mast light formerly exhibited. It is an inclosed wooden tower, octagonal in plan, with sloping sides, surmounted by an octagonal iron lantern, and is 58 feet 6 inches high, from its base to the apex of the lantern roof. The work was done by contract by Mr. S. Gammon, of Bathurst, N.B., the contract price being $1,100. A keeper's dwelling will also be constructed during the coming season.

In addition to the above, minor repairs were executed at the following stations:—

West Head, Quaco, 104 rods, extension of road	$ 91 20
Enrage, Cape, repairs to station	25 00
Hatfield point, repairs to station	36 50
Heron island, removing tower	210 61
Lepreau point, fog-alarm repairs	74 62
North Tracadie, cribwork repairs	58 58
Sapin point, repairs to station	102 50

PRINCE EDWARD ISLAND.

NEW AIDS TO NAVIGATION.

Panmure island.—A fog-alarm building to contain a 3-inch diaphone plant, was erected on Panmure island. It is a rectangular wooden building, 31 feet by 24 feet, 13 feet high to wall plate, and was erected by contract, by Mr. B. D. Huntley, of Charlottetown, for $2,800. Additional excavation work for the machinery foundations was afterwards found necessary, as also a room for the diaphone, and this work was carried out by Mr. B. D. Huntley, for an additional sum of $433.55. The 3-inch diaphone plant was furnished by the Canadian Fog Signal Company, of Toronto, for $7,100, and was installed by day labour, under the direction of the Charlottetown agency, for $497.27.

Warren farm.—The range lights described and stated in last year's annual report to be under construction, were completed, the work being done by day labour, under the Charlotetown agency, the cost complete being $326.64.

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Charlottetown.—An extension work to the main wharf of the department's agency was completed, and the wharf put in first-class order. A large quantity of piles were procured for the outer faces of the wharf, and the necessary stone ballast for filling. The work was done by day labour, under the supervision of the Charlottetown agency, at a cost, this year, of $1,153.17.

East point.—Repairs were executed to the fog-alarm building, by day's labour, for $32.90.

QUEBEC.

NEW AIDS TO NAVIGATION.

Carleton point.—The small lighthouse tower described in last year's annual report, and built in the department's workshops at Quebec, was taken down and erected on the site by day labour, under the direction of the Quebec agency, the cost of erection being $286.18.

Cap Anguille.—The fog alarm building and reinforced steel concrete tower, mentioned in last year's annual report as under construction, were practically completed during the present year. The tower is octagonal in plan, 10 feet in diameter, sup-

ported with eight flying buttresses, and will be surmounted by a circular iron lantern. The height of the tower, from its base to the apex of the lantern, is 105 feet. The fog alarm building is a wooden structure 54 x 32 feet, 15 feet high to the wall plate, and is built on solid concrete foundations. A 5-inch diaphone plant was furnished by the Canadian Fog Signal Company, of Toronto, for $5,600, and the machinery is now being installed. In addition to the above works, a dwelling for the fog alarm engineer, a flag house, and an oil store were also erected the whole being done by day labour, under the supervision of the Quebec agency, at a cost, this year, of $13,329.15.

Esquimaux point.—Two pole lights were erected at this point to form a range, the lanterns exhibiting fixed red lights. The work was done by day labour, and cost $276.91.

English point.—It is the intention of the department to erect a lighthouse tower at this point during next season, and a framed, wooden tower, combined with a keeper's dwelling was, in consequence, framed during the present season in the agency shops, by day labour, at a cost of $560.46.

Ramblers Cove.—Two pole lights were erected in Ramblers cove, to form a range, the lanterns exhibiting fixed red lights. The work was done by day's labour, and cost $206.52.

Trois Pistoles.—A fixed white light, shown from a lens lantern hoisted on a pole, was established; the work being done by day's labour, for $36.27.

Hospital rock.—The two range towers mentioned in last year's annual report as under construction, were completed during the present year. The front tower is a small square wooden building, and the back one a 3-section steel skeleton tower ; the steel tower being supplied by Messrs. Goold, Shapley & Muir, of Brantford, Ont., for $502.80. The erection work was done by day's labour, under the Quebec agency, at a cost, this year, of $834.32.

Crane island.—The old wooden lighthouse tower on this island is being replaced by a 5-section steel skeleton tower which will be ready to receive the lantern next spring. The wharf on which the new tower is to stand, was not found sufficiently strong to support the weight, and good substantial concrete pillars carried down to the ground had to be erected through the wharf, to carry the tower. The tower was provided by the Goold, Shapley & Muir Company, of Brantford, Ont., for $1,184, and the cost of erection and laying the foundation is being done by day's labour, under the Quebec agency, the cost to date being $2,380.19.

Domaine.—Range lighthouses were erected on the 'Domaine,' at the eastern end of Orleans island, and will be put in operation on the opening of navigation in 1908. The lighthouse towers are wooden structures, square in plan, with sloping sides, surmounted by square wooden lanterns, the whole painted white. Each lighthouse is 32 feet high from its base to the top of the ventilator on the lantern. The lights will be fixed white catoptric lights, visible in the line of range and in the channel. The front tower stands on the north shore of Orleans island, two-fifths of a mile eastward of Rivière du Moulin, and the light is elevated 38 feet above high water mark, and visible 11 miles. The back tower stands on the crest of the hill, 2,573 feet west from the front tower. The light is elevated 122 feet above high water mark, and visible 17 miles. The towers were erected by day's labour, under the supervision of the Quebec agency, at a cost of $1,713.40.

Ste. Anne de Beaupré.—Two range lighthouse towers are being erected at this place, and will be ready to be put in operation by the spring of 1908. The towers are wooden structures, square in plan, with sloping sides, surmounted by square wooden lanterns, the whole painted white. Each lighthouse is 32 feet high from its base to the top of the ventilator on the lantern. The lights are fixed white catoptric lights,

visible in the line of range and in the channel. The front tower stands on a concrete foundation, 9 feet high, located on the east side of the village wharf at a point 986 feet from its outer extremity. The light is elevated 33 feet above high water and visible eleven miles. The back tower stands on a hillside, north of the main road and west of the village, 4,210 feet from the front tower. The light is elevated 107 feet above high water mark, and visible sixteen miles. The work is being done by day's work, under the supervision of the Quebec agency and has cost to date, $2,496.41.

Hand fog-horns.—Hand fog-horns were established at St. Siméon, Ste. Irénée and Les Eboulements, which will be used in answer to the fog-signals of vessels, whenever they are heard from the stations.

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Bonaventure point.—The lighthouse which formerly stood on point Echouerie was moved to the extremity of Bonaventure point, Chaleur bay. The light shown is a fixed white light, visible from all points of approach by water, the illuminating apparatus being dioptric of the seventh order. The work of removal was done by day's labour, under the Quebec agency and cost $440.

Port Daniel.—This lighthouse station has been fenced in; the work being done by day's labour for $297.

Belle Isle.—The upper dam, situated at the lake which supplies water for the fog-alarm at the west end station, was destroyed by the rising and overflowing of the lake during a storm. The dam was, therefore, completely rebuilt. In addition several repairs and improvements were found necessary to the fog-alarm plant, which had temporarily broken down. The work above described was done by day's labour at a cost of $4,443.24. Repairs to the machinery at the northeast end station, were also carried out by day's labour, under the Quebec agency, at a cost of $323.93.

Cape Bauld.—The old wooden lighthouse tower at this station is being replaced by a circular cast-iron tower, reinforced by a concrete covering with flying buttresses. The tower was prepared in the department's workshops at Prescott, and is now being erected at the station on a substantial concrete foundation, and is ready to receive the new lantern, which will be installed in the spring of 1908 and the tower completed. It will be 56 feet high from its base to the apex of the lantern roof. In addition to the above work, repairs were executed to the keeper's dwelling and the coal shed at the landing completed. Repairs were also made to the fog-alarm machinery, and two asbestos coverings for the boilers were supplied by the Sclater Asbestos Company, of Montreal, for $156. The whole of the above is being done by day's labour, under the supervision of the Quebec agency; the cost to date has been $9,453.75.

Cape Norman.—The work started last year of construction of new lighthouse tower, fog alarm building and double dwelling was continued during the present fiscal year. The tower is completed and is a cylindrical iron structure surmounted by a circular iron lantern, and is 57 feet high from its base to the vane on the lantern. The light is elevated 116 feet above high water mark and is visible 16 miles from all points of approach by water. The fog alarm building was completed and the machinery installed, which will be put in operation on the opening of navigation in 1908. The building is a rectangular framed wooden structure, on concrete foundations, and the machinery operates a 3-inch diaphone. The new double dwelling is almost completed and will be ready for occupation during the coming season. A large wooden reservoir was also built under the boiler room. The above work is being done by day's labour, under the supervision of the Quebec agency, and the amount expended on this station this year has been $11,662.85.

Greenly island.—Extensive repairs were carried out at this station. The lighthouse tower and keeper's dwelling were reshingled and repainted; a new oil store 18

x 12 feet and a new provision store and coal bin 24 x 18 feet were erected; and repairs made to the road, which included the replacing of the wooden bridgework by a loose stone bed levelled with turf; excavations were also made for a water tank and a concrete tank built. The work was done by day's labour, under the supervision of the Quebec agency, at a cost of $6,164.31.

Cape Ray.—Some repairs were made to the new dwelling and a coal shed built. In addition a new 5-inch diaphone with spare pistons was provided by the Canadian Fog Signal Company, of Toronto for $650. The repair work was done by day's labour and cost $391.

Bird Rocks.—The fog alarm building mentioned in last year's annual report as under construction was completed, and the 3-inch diaphone and machinery which was purchased last year installed. The construction work and installation of the machinery was done by day's labour, under the Quebec agency, the amount expended this year being $7,594.42. The fog alarm building is a square wooden structure, painted white with the roof red, and the horn, elevated 120 feet above high water mark, projects from the easterly gable of the building.

Anticosti lightship.—Extensive repairs were made to this lightship. The electric plant was overhauled and repaired, as also the diaphone plant, and the compressor valves, &c., readjusted. The port boiler was thoroughly overhauled and repaired and fitted with 200 new boiler tubes; 2 new circulating pumps fitted to each boiler, and the main condenser also repaired and retubed; a new stem and hawse pipe were provided; extra beams fitted to the upper deck; new hardwood beds fitted to windlass which was moved and fitted to upper deck, and auxilliary mooring chains procured; three bunker scuttles were fitted to upper deck, and other repairs executed. The expenditure on this lightship during the present year was $10,710.26.

Heath point.—In order to accommodate the new powerful illuminating apparatus ordered for this station, the lighthouse tower had to be increased in height thirty feet; a contract was let to the Steel Concrete Company, of Montreal, to do this work, using reinforced concrete for this purpose and sheathing the extension in wood. The contract price was $6,095, and the tower will shortly be ready to receive the lantern.

Fame point.—A new lighthouse tower was erected at Fame point lightstation and was put in operation on October 1, 1907, when the exhibition of a light from the old lighthouse was discontinued. The new lighthouse consists of a cylindrical iron tower, surmounted by a circular iron lantern, the whole painted red. The tower is 49 feet high from its base to the vane on the lantern. The light is elevated 190 feet above high water mark, and is visible twenty miles from all points of approach by water. The illuminating apparatus is dioptric of the first order. The illuminant will be acetylene, burned under an incandescent mantle. The tower was procured from Messrs. Ives & Company, of Montreal, for $1,597, and was erected by day's labour under the supervision of the Quebec agency at a cost of $3,046.85. In addition to the above improvement, a new 5-inch low pressure diaphone with spare pistons was provided for the fog-alarm by the Canadian Fog Signal Company, of Toronto, for $650.

Cape Magdalen.—A new fog-alarm building, to contain a 5-inch diaphone plant, was erected. It is a rectangular framed wooden structure, 57 feet by 31 feet, 15 feet high. The diaphone plant, which is now being installed, was purchased from the Canadian Fog Signal Company, of Toronto, for $8,500, and will be ready to be put in operation early in the summer of 1908. In addition to the above works, a reinforced steel concrete tower was erected by contract, by the Steel Concrete Company, of Montreal, for $3,300. The tower is cylindrical in plan, and will be surmounted by a circular iron lantern early in the season of 1908. The fog-alarm building and the installation of the machinery is being done by day's labour at a cost to date of $8,667.96.

Seven islands.—A new 3-inch duplicate diaphone plant was installed in a new fog-alarm building, the plant having been purchased last year from the Canadian Fog Signal Company, of Toronto. The fog-alarm building is a rectangular wooden structure, painted white with the roof red. The horn, elevated 184 feet above high water mark, projects from the southerly gable of the building. In addition to the above works, the dwelling portion of the lighthouse tower was thoroughly repaired and the old stone foundation replaced by a solid concrete one. A new oil store was built and equipped with galvanized tanks for coal oil; and the station supplied with a new hoisting gear. The inclined railway from the landing to the top of the island was also completed, and has rendered good service. The work was done by day's labour, under the supervision of the Quebec agency and the cost this year has been $13,570.17.

Cap Chat.—Repairs were made to this lightstation; a bomb shed was built, and the dwelling improved by the addition of four new rooms, &c. The work was done by day's labour and cost $316.14.

Ste. Félicité.—A new dwelling house on a solid concrete foundation was erected at this station for the use of the fog alarm engineer. The work was done by day's labour, under the supervision of the Quebec agency, and cost $3,970.66.

Matane.—A new lighthouse tower was erected at Matane lightstation and was put in operation on November 10, 1907, when the exhibition of a light from the old lighthouse was discontinued. The new tower stands on the west side of the old lighthouse. It is a cylindrical reinforced concrete tower, painted red, surmounted by a circular iron lantern, painted red. The height of the tower from its base to the vane on the lantern is 67 feet. The light is a flashing white light, showing two bright flashes of ½ second duration each, separated by an eclipse of one second duration, and followed by an eclipse of 5½ seconds' duration, the total period being 5½ seconds. The light is elevated 85 feet above high water mark, and visible 15 miles from all points of approach by water. The illuminating apparatus is dioptric of the third order, and the illuminant pretroleum vapour, burned under an incandescent mantle. The tower was erected by contract by the Steel Concrete Company, of Montreal, and the contract price was $3,600.

Little Métis.—A new lighthouse tower was erected at Little Métis lightstation. It is a cylindrical reinforced concrete tower, painted red, surmounted by a circular iron lantern, painted red. The tower was built by contract by the Steel Concrete Company, of Montreal, and the contract price was $3,900.

Father point. Further repairs and improvements were made to the fog alarm machinery at this station, the work being done by day's labour, at a cost of $747.61.

Poste St. Martin.—Poste St. Martin range lighthouses Saguenay river, were replaced by new towers, and the old towers torn down. The front tower now stands 650 feet back in the line of range from the site of the old front tower, and about 100 feet back from high water mark. It is a wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. The height of the tower from its base to the top of the ventilator on the lantern is 47 feet. The light is a fixed white light, elevated 47 feet above high water mark, and visible 7 miles in the line of range. The illuminating apparatus is catoptric. The back tower stands 2,060 feet from the front tower. It consists of a skeleton steel frame, square in plan, with sloping sides, painted brown, surmounted by an inclosed wooden watchroom and a square wooden lantern. The watchroom and the lantern are painted white. The height of the tower from its base to the top of the ventilator on the lantern is 82 feet. The light is a fixed white catoptric light, elevated 81 feet above high water mark, and visible 7 miles in the line of range. The front wooden tower was erected by contract by Mr. G. Bergeron, of Poste St. Martin, for $597.

and the back steel tower was purchased from Messrs. Goold, Shapley & Muir, of Brantford, Ont., for $668.50. The erection of the steel tower was performed by day's labour, under the supervision of the Quebec agency, and cost $1,367.22.

Prince shoal lightship.—This lightship underwent some minor repairs, which were carried out by day's labour, at a cost of $740.82.

Red islet lightship.—Minor repairs were executed to this lightship, and were carried out by day's labour for $531.37.

White island lightship.—Minor repairs were executed to this lightship, the work being done by day's labour for $420.81.

Lower Traverse.—The pier at the Lower Traverse of St. Roch, constructed in 1903, was severely damaged by ice during the winter of 1906-7. An attempt was made to carry out permanent repairs during the past season, but the difficulties were very great; and towards the close of the season the work done up to that time was destroyed by storm. As it was seen that the crib would probably be destroyed during the winter, everything of value was removed and the station abandoned. The crib is still standing, but is in a dangerous condition, and may fall at any moment.

Upper Traverse.—Extensive repairs were carried out to the cribwork of this pier, and a number of steel plates renewed and others respiked. The work was done by day's labour, under the Quebec agency, for $4,328.69.

Ste. Famille.—A lighthouse tower was erected to replace the pole from which the front light of the Ste. Famille range has heretofore been shown. It stands on the site of the pole, which, with the shed at its base, has been taken down. The tower is a galvanized steel skeleton structure, square in plan, with sloping sides, surmounted by a wooden watchroom and square wooden lantern. The watchroom and the sides of the lantern are painted white, and the lantern roof red. The height of the tower from its base to the top of the ventilator on the lantern is 82 feet. The light is a fixed white light, elevated 81 feet above high water mark, and visible ten miles in the line of range. The illuminating apparatus is catoptric. The tower was supplied by Messrs Goold, Shapley & Muir, of Brantford, Ontario, for $668.50 and the erection work was done by day's labour, under the Quebec agency, at a cost of $2,226.28.

Quebec.—A new lighthouse tower, from which the front light of the Quebec range is now shown, was erected on the northeast corner of Princess Louise embankment, Quebec. The wooden tower and the mast from which the light was formerly shown have been removed. The new tower stands 23 feet back in the line of range from the site of the old light, and 32 feet back from the face of the wharf. It is a steel skeleton tower, square in plan, with sloping sides, painted brown, surmounted by an iron box containing the illuminating apparatus. The height from the base of the tower to the light is 74 feet. The light is a fixed red light, elevated 80 feet above high water mark, and visible four miles in, and over a small arc on each side of, the line of range. The illuminating apparatus consists of a group of three incandescent electric lamps, each of 65-candle power, placed in the foci of paraboloid reflectors. The tower was supplied by Messrs. Goold, Shapley & Muir, of Brantford, Ontario, for $656.67, and it was erected by day's labour, under the Quebec agency for $65.14.

MONTREAL AGENCY.

NEW AIDS TO NAVIGATION.

Gentilly.—Two range lighthouses were erected at Gentilly, standing on permanent concrete piers, which are described in last year's annual report. The front light-

house is a square wooden building, painted white, surmounted by a square wooden lantern painted white with the roof red. The building is 23 feet high from its base to the top of the ventilator on the lantern. The fixed white light, elevated 45 feet above the summer level of the river, is visible seven miles in the line of range. The illuminating apparatus is dioptric of the fourth order, and the illuminant petroleum vapour burned under an incandescent mantle. The back tower is erected one and a third miles from the front one. It consists of an open steel framework tower square in plan, with sloping sides, surmounted by an inclosed wooden watchroom and an octagonal iron lantern. The upper part of the side of the framework facing the channel is covered with wooden slatwork. The lantern roof is painted red, the remainder of the lantern, the watchroom, and the slats, are painted white, and the steel frame brown. The height of the tower from its base to the top of the ventilator on the lantern is 81 feet. The fixed white light, elevated 101 feet above the summer level of the river is visible eight miles in the line of range. The illuminating apparatus is dioptric of the fourth order, and the illuminant petroleum vapour, burned under an incandescent mantle. The steel tower was supplied by the Goold, Shapley & Muir Company, of Brantford, Ontario, for $668.50, and the cost of erecting it and completing the piers, which were practically finished during the preceding year, was $1,454.40.

Three Rivers.—Two range lighthouse towers were erected at Three Rivers. The front lighthouse stands on a small concrete pier, about 8 feet high and 26 feet square at top. It is a two-section skeleton steel tower, with sloping sides, surmounted by a square wooden lantern. The tower was supplied by the Goold, Shapley & Muir Company, of Brantford, Ontario, and cost $337.85. The back lighthouse is erected on four concrete blocks and is a steel framework tower, square in plan, with sloping sides, surmounted by an inclosed wooden watchroom and a square wooden lantern. The height of the tower from its base to the ventilator on the lantern is 81 feet. The tower was supplied by Messrs. Goold, Shapley & Muir, of Brantford, Ontario, and cost $668.50. The work of erection and construction of pier, &c., was performed by day's labour, under the Montreal agency and cost $2,260.49.

Port St. Francis.—Two permanent concrete piers were constructed and range lights erected upon them. Each of the piers is 42 feet square at base, 25 feet square at top, and 28 feet high. The front pier is surmounted by an octagonal iron lantern, painted red, showing a fixed white catoptric light. The back light is exhibited from an open steel framework tower, square in plan, with sloping sides, surmounted by an inclosed wooden watch-room and octagonal iron lantern. The height of the tower, from its base to apex of lantern, is 64 feet. The tower was supplied by Messrs. Goold, Shapley & Muir, of Brantford, Ont., and cost $502.80, and the cost of building the piers and erecting the steel tower and front light, which was done by day's labour, under the supervision of the Montreal agency, was $31,732.97.

Nicolet.—The erection of two range lighthouse towers, mentioned in last year's annual report as under construction, was completed. The front lighthouse stands on a permanent concrete pier, on the flat on the east side of the mouth of Nicolet river. It is a square wooden building, surmounted by a hexagonal wooden lantern, the whole painted white. The building is 19 feet high from its base to the top of the ventilator on the lantern, and the pier is 30 feet high, square in plan, with battered sides. The light is a fixed white catoptric light, elevated 45 feet above the summer level of the river, and visible 4 miles in the line of range. The back tower stands on the site of the old front day beacon, ¾ mile below the mouth of Nicolet river, about 600 feet back from the water's edge, and 4,250 feet from the front lighthouse. It consists of an open steel framework, square in plan, with sloping sides, painted white, surmounted by an inclosed wooden watch-room and a square wooden lantern. The side of the framework facing the channel is rendered more conspicuous as a day beacon by

being covered half way down with wooden slatwork. The lantern roof is painted red, the lantern sides, the watch-room and the slats are painted white. The height of the tower from its base to the top of the ventilator on the lantern is 82 feet. The light is a fixed white catoptric light, elevated 96 feet above the summer level of the river, and visible 5 miles in the line of range. The back skeleton tower was provided by Messrs. Goold, Shapley & Muir, of Brantford, Ont., for $668.50, and the front wooden tower, as well as the erection of the steel tower, and completion of pier (which latter was practically finished last year), was done by day's labour, under the Montreal agency, at a cost of $1,903.82.

Pointe du Lac.—The back range light, mentioned in last year's annual report as under construction, was completed. It stands 75 feet from the site of the old lighthouse and 900 feet back from the water's edge. The tower consists of a skeleton steel frame, square in plan, with sloping sides, surmounted by an inclosed wooden watch-room and an octagonal iron lantern. The steel frame is painted brown and the woodwork white. The lantern is painted red. The tower is 102 feet high from its base to the ventilator on the lantern. The light is a fixed white light, elevated 137 feet above the summer level of the river and visible seventeen miles. The illuminating apparatus is dioptric of the fourth order and the illuminant petroleum vapour burned under an incandescent mantle. The steel tower was supplied by Messrs. Goold, Shapley and Muir, of Brantford, Ontario, for $1,211; and was erected by day's labour, under the Montreal agency, the cost, this year, being $1,075.05.

Ile Ronde.—Range lights, which will be known as Ile Ronde range, were established in Montreal harbour, to mark the axis of the ship channel from Longue pointe gas buoy, No. 174 M, to Longueuil gas buoy, No. 181 M. The front lighthouse stands on the northeast end of Ile Ronde, on land 18 feet above the summer level of the river. The structure consists of a concrete pier, square in plan, with battered sides, whitewashed, surmounted by an octagonal iron lantern painted red The height from the base of the pier to the top of the ventilator on the lantern is 32 feet. The light is a fixed white light, elevated 43 feet above the summer level of the river, and visible five miles in the line of range. The illuminating apparatus is catoptric.

The back tower stands on a concrete pier 17 feet high, square in plan, with battered sides, whitewashed, located on the outer end of the Grand pier, about one and a seventh miles from the front lighthouse. The tower consists of an open steel framework, square in plan, with sloping sides, surmounted by an inclosed wooden watchroom and an octagonal iron lantern. The upper part of the side of the framework facing the channel is covered with wooden slatwork. The lantern roof is painted red, the remainder of the lantern, the watchroom and the slats, are painted white, and the steel frame brown. The height of the tower from its base to the top of the ventilator on the lantern is 64 feet. The light is a fixed white light, elevated 97 feet above the summer level of the river, and visible six miles from all points of approach. The illuminating apparatus is dioptric of the fourth order, and the illuminant petroleum vapour, burned under the incandescent mantle. The tower was supplied by the Goold, Shepley & Muir Company, of Brantford, Ontario, for $502.80; and the erection work as well as construction of pier, &c., was done by day's labour, for $5,736.52.

Ile des Barques.—This lighthouse tower and permanent concrete pier, which were practically finished last year and are described in last year's annual report, were completed by day's labour, under the Montreal agency, for $325.83.

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

No. 2 curve, Lake St. Peter.—Owing to a heavy jam of ice, in April, 1907, the front lighthouse was wrecked and the other two towers were damaged. The three piers settled down several feet. Piles were driven in around the two back piers and the foundations were further consolidated by filling stone. The front pier was so

badly damaged, that it was demolished down to the water level. Until the lights can be exhibited again, the old lightship, formerly in the locality, was replaced there, and shows a fixed white light at an elevation of 22 feet above the water level. The work is being done by day's labour under the supervision of the Montreal agency, and has cost to date, $41,064.87.

Gallia bay.—Several piles were driven in around the front pier of this range to consolidate it and both the lighthouses were painted; the work being done by day's labour at a cost of $288.85.

Ile à la Bague.—As it is the intention of the department to replace the present wooden tower by a skeleton steel tower next spring, a new concrete pier was built over the old wooden one, which was badly decayed. The finished pier is 18 feet square at the top 24 feet square at the base and 6 feet 6 inches high. The work is being done by day's labour, under the Montreal agency, and has cost to date $985.25.

ONTARIO.

NEW AIDS TO NAVIGATION.

Jones island.—Two range lights were established on the north shore of the Ottawa river, immediately on the county of Two Mountains side of the boundary line between Two Mountains and Argenteuil and were put in operation on September 25, 1907, to lead into the eastern entrance to the channel between Carillon island (locally known as Jones island) and the north shore. The mast from which the front light is shown stands near the shore line. It is 34 feet high, and has attached to it a white diamond-shaped slatted beacon, to make it more conspicious as a day-mark. The fixed white light, elevated 41 feet above the summer level of the river, is shown from a lantern hoisted on the mast, and is visible four miles. The back range light mast stands 516 feet from the front light. The mast is 48 feet high, and has attached to it a white diamond-shaped slatted beacon facing the channel. The fixed white light, elevated 65 feet above the summer level of the river, is shown from a lantern hoisted on the mast, and is visible four miles in the line of range. The two lights in one lead up the river, marking a channel with nowhere less than 17 feet water, from the intersection of their alignment with that of Pointe aux Anglais and Oka lights.

A light was established on the extreme east point of the small island at the mouth of Argenteuil bay about midway between Carillon island and the mainland and was put in operation on September 25, 1907. The mast from which this light is shown stands 3,183 feet from the front light of the range above described. The mast is 22 feet high, and has attached to it a white diamond-shaped slatted beacon facing the channel. The fixed white light, elevated 24 feet above the summer level of the river, is shown from a lantern hoisted on the mast, and is visible two miles in the line of range. This light in one with the front light of the range above described forms a range, which will be known as Jones island range, leading through a channel between the head of Carillon island and the peninsula forming the outer shore of Argenteuil bay. The work was done by day's labour, under the supervision of Captain Weir, C.G.S. *Maisonneuve,* and cost $662.05.

Rideau canal.—On July 1, 1907, lights were installed on a stretch of twelve miles of the Rideau canal extending from the locks at Merrickville to Edmunds' lock. The damming of the Rideau river at Merrickville and Kilmarnock created wide areas of drowned lands with shallow water on both sides of the original channel of the river. The lights are intended to show the edges of this original channel, which was at first margined by dead trees and stumps, but so many of the stumps have now disappeared that the lines between the deeper water in the channel and the shoals over the drowned lands are no longer distinguishable. The lights are shown from hand lanterns hung

inside tripods at an elevation of from 4 to 6 feet above the water. The lanterns on the starboard hand show fixed red lights, and those on the port hand fixed white, visible at least half a mile in all directions except where obscured by the legs of the tripods. The tripods consist of cedar poles driven in shallow water, with the heads bound together. In three cases the tripods are on dry land, on the extremes of canal dykes.

The tripods were placed by the Rideau Lakes Navigation Company for $250; and are lit by contract by Mr. Byron McGaw, of Smith's Falls, his pay being $700 per season.

Presqu'ile point.—A fog-alarm, consisting of a 3-inch diaphone plant, operated by compressed air, with two air tanks, two compressors, and three duplex pumps, was installed in the new fog-alarm building completed last year. The plant was purchased from the Canadian Fog Signal Company, of Toronto, for $1,200 and was erected by day's labour, at a cost of $847.28.

Port Dalhousie.—A fog-alarm plant was installed in the front range lighthouse on the outer end of the east pier, Port Dalhousie entrance to Welland canal. The fog-alarm consists of a diaphone, operated with air compressed by an electric motor, and gives one blast of four seconds' duration every thirty seconds. The resonator, elevated 28 feet above the level of the lake, projects from the north side of the lighthouse. The diaphone plant and electric motor was supplied by the Canadian Fog Signal Company, of Toronto, for $2,168.96; the electrical connections and motor were installed by the Maple Leaf Rubber Company, for $245, and the alterations to the lighthouse tower, to prepare it to receive the diaphone plant, were made by contract by the Wilson Building and Contract Company, of St. Catharine, Ontario, for $250.

Hope island.—A fog-alarm building, to contain a 3-inch diaphone plant, was erected at this station. It is a rectangular framed structure, 53 feet by 30 feet by 16 feet high and is built on concrete foundations. A chimney, 65 feet high, of reinforced concrete was also built. The machinery is now being installed and will be ready to be put in operation during the summer of 1908. The work is being done by day's labour, under the supervision of Mr. M. J. Egan, and has cost to date, inclusive of erection of machinery, $6,526.40.

Parry Sound.—A permanent departmental wharf for the storing of buoys, &c., and berthing of government steamers is being constructed at Parry Sound which, when completed, will be 250 feet long by 40 feet in breadth. It is being built of cribwork on a levelled bed of stone ballast, and the superstructure will be of concrete with filling of stone ballast. Nos. 1 and 2 cribs have already been placed in position and are now being filled with stone, and the stone work embankment and superstructure have also been practically completed. The work is being done by contract by Messrs. Pratt & McDougall, of Midland, Ontario, the contract price being $39,700.

Spruce shoal (Parry Sound).—A reinforced concrete beacon is in course of construction on the southern extremity of Spruce shoal, at a point distant 150 feet from the southwest point of Spruce island. It consists of an octagonal cribwork foundation, 13½ feet high, which was sunk in 17 feet water, on August 31, 1907. The superstructure will be of reinforced concrete and will be built to a height of 21 feet above the level of the water, and upon this will be erected a gas light with the necessary reservoirs. The work is being done by contract by Mr. Thos. A. White, of Parry Sound, the contract price being $12,875.

McKay island.—A combined lighthouse tower and keeper's dwelling was erected on the eastern end of McKay island. It stands 60 feet back from the water's edge, and consists of a square wooden building, with a square wooden lantern rising from the middle of its hip roof, the whole painted white. It is 34 feet high from its base to the

top of the ventilator on the lantern. The work was done by day's labour under the foremanship of Mr. M. J. Egan, and cost $2,051.89.

Point Porphyry.—A fog-alarm building to contain a 3-inch low pressure diaphone plant, was erected at this station, and is a rectangular framed wooden structure, built upon solid concrete foundations. The diaphone plant was provided by the Canadian Fog Signal Company, of Toronto, for $7,250, and the plant is now being installed, and will be ready for operation by the middle of May, 1908. The work of erecting the building and installing the machinery is being done by day's labour, under the foremanship of Mr. Peter Tonge, and has cost to date, $3,783.05.

Welcome island.—A wooden fog-alarm building, on concrete foundation, was erected at this station, to receive a 1½-inch diaphone plant, which was purchased from the Canadian Fog Signal Company, of Toronto, for $2,500. The machinery will be installed in the spring of 1908, but the fog-alarm building was completed by day's labour, and cost $2,273.74.

Warrens landing.—Two pairs of range lights were erected at the mouth of the Nelson river, at the north end of Lake Winnipeg. The lower range lights consist of two inclosed wooden towers, square in plan, with sloping sides, and are painted white. The front tower is erected on the southeast end of the island, opposite Warrens landing; it is 25 feet high from its base to the ventilator on the lantern, and shows a fixed white light elevated 32 feet above level of the water and visible eleven miles in the line of range. The back tower is situated a third of a mile from the front light, is 30 feet high from its base to the ventilator on the lantern, and shows a fixed white light elevated 38 feet above level of the water, and visible eleven miles in the line of range. The upper range lights consist of two inclosed wooden towers, square in plan, with sloping sides, and are painted white. The front tower is erected at Warrens landing, on the west side of the mouth of Nelson river; it is 31 feet high from its base to the ventilator on the lantern, and shows a fixed white light elevated 33 feet above level of lake and visible eleven miles in line of range. The back tower is 40 feet high from its base to ventilator on lantern, and shows a fixed white light, elevated 42 feet above level of lake and visible eleven miles in line of range. The towers were erected by day's labour, under the supervision of Mr. M. J. Egan of this department, and cost $1,725.51.

IMPROVEMENTS TO EXISTING AIDS.

Ste. Anne de Bellevue.—The front light of Ste. Anne lock range, Ottawa river, is now shown from an anchor lens lantern hoisted on a mast, on the northeast pier of the canal. A white diamond-shaped slatwork day-mark is attached to the mast. The fixed white light is elevated 52 feet above high water mark. The back light of Ste. Anne lock range is now located on the bank of the canal at the Canadian Pacific Railway bridge, and is distant 415 feet from the front light. The light is shown from an anchor lens lantern hoisted on a white mast. A white diamond-shaped slatwork day-mark is attached to the mast. The fixed white light is elevated 72 feet above high water mark. The re-arrangements of these lights was done by day's labour, and cost $90.68.

Graham wharf.—The characteristic of the range lights at Graham, Lake of Two Mountains, Ottawa river, will, on the opening of navigation in 1908, be changed from fixed red to fixed white. The back range pole has been made 14 feet higher. The pole is now 36 feet high; and the light, shown from a pressed lens lantern, is elevated 55 feet above the summer level of the river. The work was done by day's labour and cost $62.74.

Oka.—Oka lighthouse, which formerly stood on a pier on Pointe du Lac, Lake of Two Mountains, Ottawa river, was moved three-eighths of a mile up stream. It now

stands on top of the hill, about 235 feet back from the shore, on the north side of the lake, one and a half miles above the wharf at the village of Oka. The fixed white light is elevated 144 feet above the summer level of the river, and is visible seven miles. The tower was moved by day's labour, under the supervision of Captain Weir, C.G.S. *Maisonneuve,* and the cost of removal was $612.86.

Lower Narrows.—A lighthouse tower was erected on a pier on the south side of Allumette island, Ottawa river, at the first narrows above Pembroke (Lower Narrows). The old light pole and shed were removed and the light shown from the pole replaced by one shown from an inclosed square wooden tower, with sloping sides, surmounted by square wooden lantern, the whole painted white. The height of the tower from its base to the top of the ventilator on the lantern is 27 feet. The tower stands on a square concrete pier, with sloping sides, standing in the water immediately off the south point of the island at the narrows. The light is a fixed white light, elevated 25 feet above the summer level of the river, and visible six miles from all points of work was done by day's labour, under the foremanship of Mr. F. Castle, and cost $1,502.75.

Pleasant point.—Repairs were executed to the tower and dwelling at this station. Concrete foundations were placed under the dwelling, and the flooring renewed. Repairs were also made to the tower and the boathouse put in good condition. The work was done by day's labour under the direction of Mr. M. J. Egan, and cost, $790.99.

Port Colborne.—On November 1, 1907, the fog alarm maintained in the lighthouse on the outer end of the west breakwater, Port Colborne, was replaced by a more powerful fog alarm, installed in a new building erected on the west side of the lighthouse. The fog alarm consists of a diaphone, operated with air compressed by an oil engine, and gives one blast of 2½ seconds' duration every minute. The fog alarm building is a rectangular reinforced concrete structure with an arched roof. The resonator, elevated 24 feet above the level of the lake, projects from the south side of the building. The building was erected by contract by Mr. M. J. Hogan, of Port Colborne, and the contract price, including extra concrete foundations, was $4,900. The machinery was erected by day's labour at a cost of $631.75.

The maintenance of the electric lights on the Grand Trunk Railway elevator, on the east bank of the Welland canal, Port Colborne, was discontinued, and they were replaced by a light shown from a new back range lighthouse tower, erected on the eastern side of the canal, 80 feet back from the water's edge, and 4,620 feet from the front range lighthouse on the outer end of the western breakwater. The tower is a galvanized steel skeleton structure, square in plan, with sloping sides, surmounted by a white wooden watchroom and a red octagonal iron lantern. The height of the tower from its base to the top of the ventilator on the lantern is 90 feet. The light is an occulting red light, visible for 4½ seconds and eclipsed for 1½ seconds alternately. It is elevated 97 feet above the level of the lake, and visible 10 miles from all points of approach by water. The illuminating apparatus is dioptric of the fourth order; and the illuminant petroleum vapour, burned under an incandescent mantle. The tower was supplied by Messrs. Goold, Shapley & Muir, of Brantford, Ont., for $1,657.80, and the concrete foundations for the tower were built by day's labour at a cost of $270.

Gull rock.—Repairs were made to the lighthouse tower, pier, dwelling and boathouse at this station, and the dwelling and outbuildings repainted. The work was done by day's labour, under the foremanship of Mr. T. H. Brewer, and cost $1,615.58.

Chantry island.—Repairs were made to the front range lighthouse tower at this station, and a new summer kitchen and woodshed built. The work was done by day's labour, and cost $466.90.

Mississagi strait.—The upper portion of the lighthouse tower was entirely renewed, and the dwelling repaired and repainted. The work was done by day's labour, under the foremanship of Mr. W. Fryer, and cost $917.99.

Cape Croker.—A small dock for unloading coal, &c., was built, and also a well, lined with concrete. Some alterations were made to the machinery plant; the work being done by day's labour and costing $798.30.

Lonely island.—The new lighthouse tower, keeper's dwelling and outbuildings, mentioned in last year's annual report as under construction, were completed, and also a new protection breakwater. The lighthouse tower is an octagonal wooden building, with sloping sides, painted white, surmounted by a circular iron lantern painted red. It is 57 feet high from its base to the vane on the lantern. The light is a flashing white light, showing three bright flashes of ¼ second duration each, separated by eclipses of one second, and followed by an eclipse of 4¾ seconds' duration, and is elevated 195 feet above the level of the lake, and visible 20 miles. The illuminating apparatus is dioptric of the third order, and the illuminant petroleum vapour burned under an incandescent mantle. The work was done by day's labour, under the foremanship of Mr. Wm. Fryer, and the cost to complete it was $1,727.80

Mississagi island.—Repairs were made to the lantern deck of the lighthouse; the boathouse moved lakeward and repaired, and the lighthouse and outbuildings repainted. The work was done by day's labour, and the cost, $806.55.

In addition to the above, minor repairs were executed at the following stations :

Burlington beach, temporary pole light	$ 162 20
Bronte, repairs to tower	175 00
Collingwood, repairs to pier	115 00
Cobourg, repairs to shed and boathouse	228 89
Dorval, repairs to tower	204 55
East Gap, repairs to fog alarm building	44 10
False Ducks, piping changed	54 68
Graham wharf, repairs to tower	62 74
Limekiln crossing, temporary pole lights	47 51
Long island, repairs to plank walk	218 00
Nine Mile point, material for repairs	211 41
Salmon point, repairs to tower and dwelling	332 94
Stag island, temporary light	41 79

LIGHTS DISCONTINUED.

Gibraltar point.—On June 30, 1907, the exhibition of a light from Gibraltar point lighthouse, located about 1⅝ miles south of Toronto, was permanently discontinued.

Michael point.—The exhibition of a light from the lighthouse on Michael point, south side of Manitoulin island, was permanently discontinued.

Bois Blanc island.—The range lights, formerly maintained at the head of Bois Blanc island, were discontinued and the towers taken down.

Limekiln crossing.—The range lights marking the axis of the old channel through Limekiln crossing, abreast of Fort Malden, were permanently discontinued and the towers taken down.

Little Current.—The fixed red light heretofore maintained in the town of Little Current, has been extinguished.

BRITISH COLUMBIA.

NEW AIDS TO NAVIGATION.

Esteran.—A fog alarm building, to contain a 5-inch diaphone plant, was erected; as also a double dwelling for the engineers. In addition, the wireless telegraph station, mentioned in last year's annual report as under construction, was completed, and a trolley track 2¼ miles in length made from the landing place to the site of light-house tower for transportation of building materials, &c. The diaphone plant has not yet been installed, but will be shipped very shortly, and the tower erected during next season. The work is being done by day's labour, under the supervision of the Victoria agency, and the cost of construction, this year, has been $19,959.85.

Cape Beale.—A fog alarm building was erected at this station. The diaphone plant and machinery were landed and are now being installed. The building is a rectangular wooden structure, on concrete foundation, and the diaphone plant was purchased from the Canadian Fog Signal Company, of Toronto, for $7,250. The fog alarm building was erected and the machinery is being installed by day's labour, under the supervision of the Victoria agency, and the cost to date has been $6,028.88.

Pachena point.—The lighthouse tower, fog alarm building and double dwelling, mentioned in last year's annual report as under construction, were completed, and the 5-inch diaphone plant installed. The fog alarm building is a square wooden structure, painted white with the roof red. It is 31 feet square and 13 feet in height, and is built upon a concrete foundation. The double dwelling is a framed wooden structure, 52 x 24 x 19 feet high, and is built upon solid concrete foundation. The lighthouse tower is an octagonal wooden building, with sloping sides, surmounted by an octagonal iron lantern, and is 38 feet 9 inches high from its base to top of wall plate. The tower is now ready to receive the lantern and illuminating apparatus, which will be erected during the coming season. The work was done by day's labour, under the supervision of the agency at Victoria, and the amount expended on this station this year was $8,029.60.

West Coast Trails.—In consequence of the many disasters that have occurred along the west coast of Vancouver Island, a special appropriation was made in the departmental estimates of this year for the establishing and maintaining of life-saving stations, the improving of the existing telegraph trail, and the making of a pack-horse trail, to be constructed along the west shore of Vancouver Island, from Barkley sound towards Port San Juan. Work was begun on the trail on June 21, 1907, when a party consisting of three foremen and from fifty to sixty workmen, under the superintendence of Mr. John D. MacDonald, began road operations from the Banfield creek end. By November 30, when work was suspended for the year, about 22 miles of trail were completed beyond Pachena light station. The route followed was an extremely difficult one. Streams and gulches had to be bridged; the trail, where it ran through swamps and low-lying land, corduroyed and covered over with brushwood and gravel, to render it at all passable; cribwork built at numerous places to sutain the trail where it passed along side hills; and many steep bluffs blasted as the only means of making a gradient that would not be too steep for horses to travel over. In the course of the 22 miles of completed trail, 20 bridges were built (varying in length form 20 to 200 feet); 60 culverts constructed, ditches dug along the side of the trail; and a large amount of corduroying done, in some cases to the extent of 200 yards continuously. Underbrush and fallen timber strewed the way. The trees often being of great size, necessitated cutting them into suitable lengths and splitting them with wedges before thy could be moved out of the way. Next season the trail will be continued.

In connection with the life-saving station portion of the above-mentioned special appropriation, a life-boat station was established at Clo-oose; a boathouse and boat slip built at Ucluelet life-boat station, and a house, boat slip and kitchen annex built at Banfield creek life-boat station. The whole of the above work is being carried out by day's labour, under the supervision of the Victoria agency, and the amount expended this year, out of this vote has been $34,518.42.

Ballenas islands.—The fog alarm building mentioned in last year's annual report as under construction was completed during the present year, a dwelling for the engineer erected, and a 1½-inch diaphone plant and machinery installed. The fog-alarm building is a rectangular wooden structure, and the keeper's dwelling is also a framed wooden building. The diaphone plant was supplied by the Canadian Fog Signal Company of Toronto, for $1,900, and the buildings were completed and machinery erected by day's labour under the supervision of the Victoria agency, at a cost of $5,340.03.

Sisters.—The fog alarm building mentioned in last year's annual report as under construction was completed this year, and the diaphone plant and machinery installed. The building is a rectangular wooden structure, and the 1½-inch diaphone plant was supplied by the Canadian Fog Signal Company of Toronto, for $1,900. The building was completed and the machinery installed by day's labour, at a cost of $2,664.94.

Yellow Island.—The fog alarm building mentioned in last year's annual report as under construction was completed this year, and the diaphone plant and machinery installed. The building is a rectangular wooden structure, and the 1½-inch diaphone plant was supplied by the Canadian Fog Signal Company of Toronto, for $1,900. The building was completed and the machinery installed by day's labour, at a cost of $3,347.68.

Gillard Island.—A gas-lighted beacon was established on the northeast extremity of Gillard island, Yuculta rapids, Cardero channel. The beacon consists of a steel cylindrical tank standing on a steel framework, and surmounted by a pyramidal steel frame supporting the lantern, the whole painted red. The light is a white light, automatically occulted at short intervals. It is elevated 28 feet above high water mark, and visible 2 miles from all points of approach by water. The illuminant is acetylene, generated automatically. The light is unwatched. The work was done by day's labour, under the supervision of the Victoria agency, and cost $378.

Pine Island.—The diaphone plant and machinery purchased last year from the Canadian Fog Signal Company, of Toronto, was installed, and consists of diaphone, operated with air, compressed by an oil engine. The fog alarm building stands 200 feet northwest of the lighthouse, and is a rectangular wooden building, painted white with the roof red. A considerable amount of clearing was done around the station as a protection against fire; the work of installing the machinery and clearing the ground being done by day's labour at a cost of $647.05.

Ivory Island.—The fog alarm building mentioned in last year's annual report as under construction was completed, and the diaphone plant and machinery installed. The building is a rectangular wooden structure, and the 1½-inch diaphone plant was supplied by the Canadian Fog Signal Company of Toronto, for $1,900. The building was completed and the machinery installed by day's labour at a cost of $3,441.65.

Gas-lighted Beacons.—Gas-lighted beacons were established at the following places :—(1) Pointers, Chatham Sound; (2) Ridley island, Prince Rupert; (3) Coast island, Prince Rupert; (4) Green Top island, Chatham sound; (5) Watson rock, Gibson island; (6) Morning reef, Klewnuggit; (7) Fog rocks, Fitzhugh sound. (8) Zero rock, Rivers inlet; (9) West rock, Strait of Georgia; (10) Joan point, Dodd

narrows; (11) Danger reef, Stuart channel; (12) Kelp reef, Haro channel; (13) Gabriola reef, Strait of Georgia; (14) Maud island, Seymour narrows. These beacons consist of steel cylindrical tanks, standing on steel framework, &c., surmounted by pyramidal steel frames supporting lanterns. The illuminant is acetylene, generated automatically and the lights are unwatched lights. No special account was kept of the actual cost of each of these beacons. The labour was performed by the crews of the C.G.S. *Quadra* and the hired steamer *Maude,* as opportunity offered, and took a longer or shorter time as governed by local conditions. The cost is, therefore, included in the payments made for the steamer *Maude* and in the wages of the crew of the *Quadra,* but the total cost of the materials used in the building of these beacons was $1,300.

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Lennard island.—A reservoir for increasing the water supply to the fog alarm was constructed, the work being done by day's labour for $503.75.

Porlier pass.—Repairs were executed at this station, by day's labour, for $170.80.

Sandheads lightship.—Repairs were executed to the lightship by day's labour, for $919.42.

Entrance island.—Repairs were executed at this station by day's labour, for $174.21.

Gallows point.—This gas-lighted beacon was entirely rebuilt, and the piles coppered, the work being done by day's labour, for $308.33.

Egg island.—Machinery repairs were executed at this fog alarm station by day's labour, for 150.95.

APPENDIX No. 2.

ANNUAL REPORT OR THE COMMISSIONER OF LIGHTS' BRANCH.

To the Deputy Minister of Marine and Fisheries,
Ottawa, Canada.

SIR,—I have the honour to submit the fifth annual report of this branch.

The principal work carried out has been the substitution of modern dioptric apparatus in a number of the important coast lights and an extension of the gas buoy and beacon service through the various provinces, also the maintenance of lights and general aids to navigation throughout the Dominion.

In the Nova Scotia agency the base of operations has been changed from Dartmouth to the Imperial dockyard at Halifax, thus affording larger stores and yard area together with excellent berthing for the department's steamers. The steamers *Lady Laurier* and *Aberdeen* are available for lighthouse and buoy work, but as they have not been able to carry out all the work of the agency, the buoys on the Bay of Fundy coast of Nova Scotia from Cape Sable, inward, have been placed under the care of the New Brunswick agency.

In the New Brunswick agency, facilities in connection with the lighthouse and buoy service are entirely inadequate. There is but one steamer available in this agency and no dock accommodation except part of the ballast wharf which is owned by the railway. However, an amount has been placed in the estimates for the fiscal year 1908-9 towards acquiring wharf accommodation and the building of an additional steamer. Owing to the insufficiency of the *Lansdowne* to meet the needs of the service, it was necesary last year to charter a steamer from November, 1907 to March, 1908.

In the Prince Edward Island agency, the work of this branch has consisted chiefly in the maintenance and repairs to the lights and in the maintenance of the gas buoy service. The lighthouse tender, C. G. S. *Brant* has been utilized in delivering supplies and in inspection work, while the gas buoys have been placed by the C. G. S. *Stanley* and raised in the fall by the same steamer.

In the Quebec agency, the work left over from last year has been completed and new work undertaken toegther with the maintenance and repairs to the lights and the maintenance of the gas buoy service. The maintenance of the lights in the Montreal agency has been carried out by the Quebec agency for the reason that the facilities in connection with the Montreal agency have been inadequate for the carrying out of all the work in connection with that agency.

In the British Columbia agency, there has been considerable development. The C. G. S. *Quadra* is available for lighthouse and buoy work, but owing to the extensive coast line and the amount of work to be performed, it has been found necessary to charter the steamers *Maude*, *Cascade* and *William Jolliffe* for varying periods of time.

In the Parry Sound agency, the scow which was constructed at Prescott last year, has been in service and has given satisfaction. A contract has been let for a new lighthouse and buoy boat, and it is expected that this boat will be delivered in Canada in midwinter and will proceed to the Georgian Bay on the opening of navigation. It will then be possible to dispense with the services of a chartered boat in the Georgian Bay. The new berthing wharf at Parry Sound has been completed and is in service.

At the Dominion Lighthouse Depot, Prescott, no new structures have been erected with the exception of a boat-house in which to house the smaller boats attached to the division. The technical staff at the depot has been augmented and much work has been accomplished in the preparation of plans for lighthouse apparatus, which will in future, be made in Canada but, which has in the past, been purchased in Europe. The lighthouse depot, besides being used as a distributing point for various kinds of lighthouse apparatus and spare parts for gas buoys, has also been developed into a manufacturing centre of much usefulness. From Prescott depot also is administered the lighthouse and buoy service for the Montreal-Kingston division.

Below will be found a list of new lights erected in Canada during 1907-8 and various changes made in existing lights, thus increasing the efficiency of the service.

NOVA SCOTIA.

Amherst Front Light.—22-inch reflector, duplex burner, white.

Amherst Back Light.—22-inch reflector, duplex burner, white.

Fourchu Head.—360° 5th order French lens, duplex lamp, red.

Glace Bay, Front Light.—360° 6th order French lens, duplex lamp, red.

Glace Bay, Back Light.—20-inch reflector, duplex burner, red.

Guysboro' Harbour.—270° 5th order French lens, 25 mm. diamond vapour installation.

Island Harbour.—270° 6th order Chance lens, duplex lamp, occulting white.

McMillan's Point.—270° 5th order French lens, duplex lamp, white.

Moser Island.—270° 5th order French lens, 25 mm. diamond vapour installation, red.

Port Greville, Front Light.—180° Chance anchor lantern, duplex lamp, red.

Port Greville, Back Light.—270° 5th order French lens, duplex lamp, red.

Sable Island.—55 mm. Diamond vapour installation.

Sydney, Back Range Light.—180° 4th order holophote, French, 35 mm. vapour installation, white.

Bass River.—Dioptric 6th order.

Boars Head.—The light at this point has been changed from a revolving light to 5th order dioptric light.

Cape Fouchu.—A second order single flashing light has been put in operation.

Cole Harbour.—Catoptric light.

Grand Digue.—A new 25-foot tower fitted with a 6th order dioptric light, has taken the place of the pole light at this point.

Port Herbert.—Light has been changed from a catoptric to a 6th order dioptric.

Sable Island, East End.—A second order double flashing light has been put in operation.

Seal Island.—The new second order triple flashing light, which was being installed last year, has been put in operation.

NEW BRUNSWICK.

Cape Tormentine, Back Light.—360° 7th order Chance lens, duplex lamp, white.

Cocagne Range.—240° 6th order French lens, duplex lamp, red.

Little Belledune.—4th order complete lens, Chance, white 35 mm. Chance vapour light.

Shippegan.—35 mm. Chance vapour installation.

Swallowtail.—360° 4th order French lens, 35 mm. Chance vapour installation, occulting white.

Wilmot Bluff.—270° 5th order French lens, duplex lamp, white.

Anderson's Hollow.—7th order Chance anchor lantern.

Middle Island.—The catoptric lantern used at this station was replaced during the past year by a Chance anchor lens of the 7th order 240°.

Perry Point.—A new anchor lens lantern of the 7th order was installed, replacing the Mississippi lantern in use.

Richibucto Beacon Lights.—Owing to the changing of the channel in a more northerly direction, these lights were discontinued. A survey was made and range lights established, one on the north beach and the other on Chamberlain Point, at the northwest arm.

Sheldrake Island, Range Light.—The reflector lanterns at this station were replaced by lens lanterns of the 7th order.

Tracadie.—A new lamp with a 4th order lens replaced the 4 lamps and reflectors.

PRINCE EDWARD ISLAND.

Indian Point.—270° 4th order French lens, 35 mm. Chance vapour installation.

Panmure Island.—270° 4th order French lens, 35 mm. Chance vapour installation, white.

Fish Island.—55 mm. Chance vapour installation.

Souris East.—4th order double flashing light.

Warren Farm Range Lights.—Front light, a lantern with a red light shown from a 7th order lens. Back light, a lantern with a red light shown from a 7th order lens.

QUEBEC.

Cape Bauld.—55 mm. Chance installation.

Cape Brule.—270° 4th order French lens, 25 mm. Diamond vapour installation, white.

Cape Magdalen.—55 mm. Diamond vapour installation.

Cap aux Oies.—240° 4th order French lens, 25 mm. Diamond vapour installation. white.

Entry Island.—240° 4th order French lens, 35 mm. Diamond vapour installation, occulting white.

Gallia Bay, Upper Range, Front Light.—120° 7th order Chance lens, duplex lamp, white.

Gallia Bay, Upper Range, Back Light.—240° 7th order Chance lens duplex lamp, white.

Gallia Bay, Lower Range, Front Light.—120° 7th order Chance lens, duplex lamp, white.

Gallia Bay, Lower Range, Back Light.—240° 7th order Chance lens, duplex lamp, white.

Gascons Wharf.—360° Chance anchor lantern, duplex lamp, red.

Gentilly, Front Light.—180° 4th order holophote (French) 25 mm. Diamond burner, white.

Gentilly, Black Light.—180° 4th order holophote (French) 25 mm. Diamond burner, white.

Hospital Rock, Back Light.—27-inch reflector, 25 mm. Diamond vapour burner, white.

Hospital Rock, Front Light.—27-inch reflector, 25mm. Diamond vapour burner, white.

Ile du Pads, Front Light.—22-inch reflector and duplex burner, white.

Ile du Pads, Back Light.—22-inch reflector and duplex burner, white.

Ile du Moine, Back Light.—270° 5th order French lens, 2-wick capillary lamp, white.

Ile Perrot, Front Light.—Tubular lantern, mammoth burner No. 3, white.

Nicolet, Front Light.—22-inch reflector and duplex burner, white.

Nicolet, Back Light.—22-inch reflector and duplex burner, white.

Point-à-Basile, Back Light.—270° 5th order French lens, 2-wick capillary.

Point-à-Basile, Front Light.—270° 5th order French lens, 35 mm. Diamond vapour light, white.

Point du Lac, Back Light.—180° 4th order holophote (French) 25 mm. Diamond burner, white.

Point Roche.—Three Piper lanterns, No. 2 Piper burners, red.

Point St. Jean.—270° 4th order French lens, 25 mm. Diamond vapour installation, white.

Poste St. Martin, Front Light.—27-inch reflector, duplex burner, white.

St. Croix.—270° 4th order French lens, 25 mm. Diamond vapour installation, white.

Belle Isle, West End.—2nd order lantern and occulting light.

Cape Norman.—3rd order triple flashing light.

Carleton Wharf.—6th order dioptric.

Domaine Range.—Catoptric lights.

Fame Point.—1st order double flashing lights.

Magpie Bay Range.—Lanterns on poles.

Ste. Famille.—Catoptric lights.

St. Anne de Beaupre.—Catoptric lights.

Trois Pistoles.—Dioptric pressed lens.

Matane.—3rd order double flashing light.

ONTARIO.

Aylmer Island.—360 5th order French lens, duplex lamp, white.

Burlington, Front Light.—270 Chance anchor lantern, duplex lamp, white.

Burlington Bay, North Pier.—2-240° Chance anchor lanterns, duplex lamps, white.

Campbell Island.—360° 7th order Chance lens, duplex lamps, white.

Caron Point.—Prescott lamp, 240° 7th order Chance lens ½ foot, flash burner, white.

Cobourg.—Piper headlight, red.

Cobourg.—Piper lantern, No. 2 Piper burner, red.

Eastern Gap, Toronto.—270 French lens, Diamond vapour installation, ruby.

Fort William.—240° Chance anchor lantern, duplex lamp, white.

Jackfish Bay.—Wingham lamp with 360° 6th order lens, 3-wick burner, white.

Little Current.—240° Chance anchor lantern, duplex lamp, red.

Little Currnet.—Piper headlight, No. 2 Piper burner, red.

Lower Allumette Lake.—240° Chance anchor lantern, duplex burner, white.

Lower Narrows.—270° 5th order French lens, duplex lamp, white.

McKay Island.—360° 6th order French lens, duplex lamp, white.

Oka.—4th order annular French lens, 2-wick capillary lamps, white.

Point aux Anglais.—4th order annular French lens 2-wick capillary lamp, white.

Point Edward, Back Light.—27-inch reeetor, duplex burner, red.

Presqu'Ile.—240° 4th order, French lens, 35 mm. Diamond vapour installation, white.

Richard's Landing.—240° Chance anchor lantern, white.

Rigaud.—3 Piper lanterns, No. 2 Piper burners, white.

Rigaud River.—2 Piper lanterns, No. 2 Piper burners, white.

Rosseau.—360° 7th order Chance anchor lantern, duplex lamp, red.

St. Anne de Bellevue.—4-240 anchor lanterns, duplex lamps, white.

St. Placide, Back Light.—24-inch reflector, duplex burner, white.

South Baymouth.—20-inch reflector, duplex burner, white.

Southampton, Front Light.—360° 5th order French lens, duplex lamp, red.

Southampton, Back Light.—24-inch reflector, duplex lamp, white.

Stag Island.—Piper headlight, No. 2 Piper burner, white.

Trenton.—240° Chance anchor lantern, duplex lamp, red.

Wolf Island.—270° 5th order French lens, acetylene, white, ¼-ft. four-flame burner.

BRITISH COLUMBIA.

Cape Mudge.—270° 5th order French lens, 25 mm. Diamond vapour installation, white.

GAS BUOY SERVICE.

The gas buoys in the Dominion have given excellent service, but there have been two losses to report, namely—a No. 11 gas and whistling buoy broke from her moorings at Lockport, N.S., and has not been recovered, and one No. 11 gas whistling buoy from Swiftshore Bank, British Columbia.

There are also two other minor casualties to report, namely, (1) No. 11 gas and whistling buoy stationed at Sambro, N.S., broke the moorings and drifted ashore at Sable Island. This buoy will be brought to Halifax by the C. G. S. *Lady Laurier*...(2) A No. 11 gas and whistling buoy stationed at Cerebrus was carried away by the drift ice, this station being at the entrance to the Strait of Canso. The buoy is now ashore at Dover Bay, and will be taken to Halifax at the first opportunity.

The following statement shows the number of gas buoys in service in the Dominion:—

Districts.	Type.						No. in Service.
	5 & 6.	7 & 8½.	9 & 9½.	11.	14.	C*.	
Nova Scotia		7	4	18	2		31
New Brunswick	3	9	1	3			16
Prince Edward Island			4				4
Quebec		20				9	29
Ship Channel		7				47	54
Montreal-Trenton	9	33					42
Above Trenton		7					7
Georgian Bay		5		3			8
Lake Superior	3	3					6
British Columbia		7	7	2			16
	15	98	16	26	2	56	213

* Compressed gas.

The following gas beacons have been placed in service in British Columbia since the last report, viz:—

Dock Island.
Helen Point, Active Pass, Mayne Island.
Walker Rock.
Coffin Island.
Sechelts (White Rock).
Gallows Point, Nanaimo Harbour.
Lund, South Ragged Harbour.
Chatham Point.

Making a total of twenty-five gas beacons in service in this district.

Number of light-stations, lights, fog alarms and warning buoys in the Dominion:—

—	Light stations.	Fog alarm stations.	Lights.	Lightships.	Lightboats.	Keepers.	Diaphones.	Sirens.	Fog horns and trumpets.	Fog bells.	Hand fog horns.	Hand fog bells.	Gas buoys.	Gas beacons.	Whistling buoys.	Bell buoys.	Submarine bells.	Fog whistles.	Fog guns or bombs.
Nova Scotia	240	2	261	2	..	246	9	..	2	5	39	..	31	...	12	30	4	7	1
New Brunswick	112	4	138	1	1	118	5	..	8	4	19	1	16		2	12	1	2	..
Prince Edward Island	49	..	72	....	..	48	....	..	1	....	....	..	4	....	3	1	....	....	..
Quebec	234	1	284	5	1	232	15	1	3	....	12	2	84	....	1	1	4	3	6
Above Montreal and Ontario	237	..	315	2	..	198	13	2	5	3	37	..	62	1	....	4	....	....	..
Manitoba	7	..	10	....	..	7	....	..	....	....	....	..	....	....	....	....	....	....	..
British Columbia	78	1	82	1	..	65	9	..	5	7	4	..	16	25	2	4	..	1	..
	957	8	1,162	11	2	914	51	3	24	19	111	3	213	25	20	52	9	13	7

Besides the above mentioned lights, there are in the Dominion lights under private control, as follows:—

Nova Scotia	2
New Brunswick	1
Quebec	3
Ontario	45
British Columbia	4
Total	55

SUBMARINE BELLS.

Submarine bells are of three kinds: Those operated by electricity from shore stations; those operated by compressed air from lightships and those operated by the action of the waves on gas buoys.

In the case of electric submarine bells, the bell is affixed to a steel tripod some twenty feet high and the tripod is then placed on the bottom of the sea at a selected point to indicate the fairway into a harbour. On the shore is a small power-house with duplicate sets of oil engines and dynamos, and the bell is connected to the shore station by a submarine cable. In connection with these bells a controlling device is used by which it is possible to ring a distinct signal.

Four electric submarine bell signals are in operation, one at each of the following points: Negro Head, N.B., Yarmouth, N.S., Halifax, N.S., and Louisbourg, N.S. All four stations have given excellent results.

In the case of submarine bells operated from lightships, the bell is hung over the side in thick weather and operated by compressed air. These bells also have a controlling device which rings a distinct signal.

Five lightships are fitted with submarine bells, viz. the lightships *Red Island, White Island, Prince Shoal, Anticosti* and *Lurcher*. These bells also have given entire satisfaction.

The third variety of submarine bell, that operated by the action of the waves, is affixed to a floating buoy. The vertical motion of the buoy due to the action of the waves, in connection with a suitable mechanism, causes a spring to be compressed and when the compression reaches the desired point the spring is released and causes the hammer to which it is connected to impinge on the bell. In this type of bell a distinct signal has not yet been devised and the frequency of the blow depends on the activity of the wave motion. These bells operated by the action of the waves are now under test by the department and are not yet accepted as standard aids to navigation.

I desire to record and express my appreciation of the able assistance rendered by my staff and the untiring application to duty exhibited by each member. It would not have been possible to carry out the large and increasing amount of work which is devolving upon this branch without the co-operation of all the officers connected with it.

I have the honour to be, sir,
Your obedient servant,

J. G. MACPHAIL.
Acting Commissioner of Lights.

Ottawa, March 31, 1908.

APPENDIX No. 3.

RIVER ST. LAWRENCE SHIP CHANNEL.

OTTAWA, Ont., July 9, 1908.

SIR,—I have the honour to present the following annual report on the operations for the improvement of the River St. Lawrence ship channel, during the fiscal year ended March 31, 1908.

The design and supervision of the improvements to the channel were continued, under the direction of the department, by the superintending engineer, including weekly personal inspections.

The direct superintendence of the operations and of the plant, was ably carried out by Mr. V. W. Forneret, B.A.Sc., assistant engineer, whose report in full is herewith appended.

In the interest of improvements to navigation, and the exchange of policy and information, the representatives of the various shipping and commercial corporations and foreign representatives, frequently accompanied by the minister and deputy minister of the department, made inspections of the river and works, which have proved of value both to the interests concerned and to the department.

The accidents on the river for the year were fortunately of very slight nature. The usual assistance was given by the vessels and plant of the department.

In order to give mail communication with distant points on the north shore of the St. Lawrence, two trips were made by the C.G.S. *Lady Grey* during the winter, from Quebec to Seven Islands.

The latter part of the winter of 1907-08 having been very severe, the upper parts of the St. Lawrence were completely and compactly frozen with very heavy ice. The Cap Rouge ice bridge did not take, owing to the fact that the 'battures,' once frozen, remained firm and did not, as usual, float down and jam in the narrows. In the spring, however, the ice remained firm from Batiscan to Sorel, later than usual. The work of the *Lady Grey* in breaking this was most successful. A full report of this work is given by Mr. N. B. McLean, assistant engineer.

The staff, including Mr. Forneret, in charge of the dredging operations, Mr. McLean in charge of surveys and sweeping, Mr. Albert Beauchemin in local charge of the dredging below Quebec, and Mr. M. C. Blais, employment officer at Sorel, as well as the assistants, gave every satisfaction.

The captains, engineers and crews of the dredges, tugs and other vessels deserve praise for the faithful discharge of trying and, frequently, difficult duties. It is probable that nowhere in the world of great operations can a more skilled staff and organization be found, and the department is to be congratulated on their excellent behaviour.

I have the honour to be, sir, yours obediently,

F. W. COWIE,
Superintending Engineer.

Lt.-Col. F. Gourdeau,
Deputy Minister Marine and Fisheries,
Ottawa, Ont.

History of the Ship Channel.

The St. Lawrence, owing to its situation, is the natural route from the Atlantic to the northern and northwestern half of the North American Continent.

The opening of the Lachine canal, connecting Montreal with the Great Lakes in 1825, established the route commercially.

The light draught sailing vessels could then reach Montreal without trouble, except during a few weeks in the autumn when they resorted to lightering.

In 1844 it was in an effort to give navigation up to Montreal for vessels of 500 tons, that the first work of dredging was undertaken.

The first proposals for improvements were discussed in 1825, the national character of the work being then recognized. Surveys were made and reported upon in 1831 and again in 1838.

In 1841, during an investigation, the committee proposed a tonnage duty sufficient to provide for the cost of the improved channel, which it was considered would be less than that of lighterage. It was, however, agreed that "in order to draw the produce of the west down the St. Lawrence, it was expedient to make the transit charges as light as possible."

Operations were commenced by the "Board of Works" in 1844, and continued until 1847, when owing to opposition as to the location of the channel the work was abandoned. This work was in Lake St. Peter, in what was known as the Straight Channel. After 60 years, it is now considered that the straight channel as commenced, would have been preferable in many ways.

In 1850 the Harbour Commissioners of Montreal proposed that they could do the work more economically and expeditiously. They asked for authority to undertake the work and to charge a tonnage duty to pay for the 8 per cent interest and 2 per cent sinking fund.

This plan was adopted in August, 1850, and the commissioners were authorized to proceed in such a manner as they should deem best, the government plant being transferred to them.

The Harbour Commissioners, after examination and the best advice obtainable, adopted the location of the deepest natural channel in Lake St. Peter. This results in the present channel with five tangents, instead of two long straight courses as at first commenced.

The original depth through Lake St. Peter was 10 ft. 6 inches.

From 1850, the channel was deepened from stage to stage until in 1888, when the debt amounted to somewhat over three million dollars, the government decided to complete the channel as a national work, and to assume the debt, and from that day the channel has been open free to the commerce of the world.

At that date the channel had been deepened to 27½ ft., at ordinary low water from Montreal to Cap à la Roche, and from there to Quebec the tide was available.

Nearly 20,000,000 cubic yards had been dredged at an average cost of about 20 cents per yard, including the cost of the plant.

A dredge of the type of 1846, excavated in Lake St. Peter, in one day 1,200 cubic yards. By wonderful improvements, in 1888 the dredge of that time could make 7,200 yards without trouble. At the present time, working day and night, the Lake St. Peter dredge removes at a fairly average rate 20,000 cubic yards per day.

The work was conducted by the Department of Public Works of Canada from 1889 until 1904, when the management and control of the river together with the

shops and dredges, were handed over to the Department of Marine and Fisheries, which department had general charge of navigation.

At the present time a splendid channel of 30 feet at extreme low water exists from Montreal to Cap à la Roche, and to Quebec, by taking advantage of the tide.

The success of the work is in a great measure due to the geographical situation of the route, the physical features of the river favourable for improvement, the determination and public spirit of the business men and industrial corporations of Montreal, and to the recognition by the government of Canada, of the national character of the project.

PROGRESS OF THE OPERATIONS.

From 1850 to 1888 the work was conducted by the Harbour Commissioners of Montreal.

The first dredging plant was designed and engined on the Clyde in 1840.

It is interesting to note that in 1906 the designs for the latest dredge for the Clyde were made by Mr. John Kennedy, C.E., then chief engineer of the Montreal Harbour Commissioners.

The St. Lawrence dredging operations have always been conducted departmentally. The extent and continuity of the work have resulted in a staff, and an organization of men and plant, which is one of the subjects of interest in the commercial and engineering circles of the world. The engineers who have been connected with the St. Lawrence ship channel comprise the best known men in the profession in Canada.

The names of Bayfield, Gzowski, Keefer, Forsyth, Nish and Kennedy, who were the chief engineers at various times between 1840 and 1888, will go a long way to explain the success of the efforts for obtaining the improvements as planned by the government and the commissioners.

The Superintendents Vaughan, Bell, Armstrong, McKenzie and Howden have from time to time improved methods and plant, until the operations on the St. Lawrence are considered examples for other and older ports.

The rule has been to thoroughly understand the conditions and requirements and then to design dredging machines for the special work they are expected to perform.

The St. Lawrence dredging plant comprises a wide range of types :—

Two elevator dredges for soft clay.
Four elevator dredges for hard pan and shale rock.
One hydraulic dredge for soft mud, discharged by pipe.
One sand pump hopper sea-going dredge.
One hydraulic hopper sea-going dredge.

In every case these machines are actually doing their work as well or better than it could be dredged by any other existing type in the world.

With the staff for designing the channel and a plant specially suitable for the work proposed, the next consideration is the organization for keeping the machines constantly at work.

The St. Lawrence dredges work for seven months each season. They have then five months in winter quarters. The object of the working staff is to keep the dredge going as constantly as possible during the seven-months season. Owing to the very hard character of the material, and the necessity of not interrupting traffic, breakages and stoppages are frequent. The endeavour is, however, to keep as near to 70 per cent of the full working time as possible.

The working hours, with double crews, are 132 hours per week, i.e., from midnight on Sunday, without stops for meals, until noon on Saturday. The men were glad to work during 12 hours on condition of their receiving about 10 per cent increase of wages.

The crews of the dredges, tugs, barges, &c., are almost exclusively French Canadians, born and brought up on the banks of the St. Lawrence near Sorel. For skill, patience, sobriety and fitness for the work, it would be quite impossible to find their equal.

Most of them make it their life work. They are trained to every phase of operating a dredge to the limit of its strength, to being resourceful and to quickly making repairs.

By order from the minister conducting the department, owing to the faithful discharge of continuous duties, the men are taken to Sorel every second Sunday.

The repair and construction shipyard and shops at Sorel also add very materially to the success. The rule is to drive the machinery to its limit, to expect breakdowns and to have spares or the equipment for speedy repairs.

The strain on the men and machinery working day and night is very great. At the end of seven months a rest is inevitable.

The whole work being in the interests of navigation, the channel is periodically examined and swept, to be sure that there are no obstructions. The depth of water is given daily. In the first part of the season, the depth of the 30-foot channel ranges from 36 to 32 feet. It lowers in September and usually the lowest stage is reached in October. The highest in 1907 was 38 feet 3 inches and the lowest 31 feet 10 ins.

The engineering staff has summer headquarters on the work. The superintending engineer, the chief assistant, the sweeping engineer, and the superintendent live abroad steamers or tugs and are always on the work, the hours being 'all-the-time'; and with excellent results.

In the long experience of design and usage, the machinery has been brought to a state of perfection and strength, that shale rock merging into soft limestone is dredged, at a speed and cheapness most extraordinary.

As a government organization the ship channel is well known as being able to compete in every way with operations by contract. This is due to the fact that an efficient staff, good men, and the best plant are provided.

The aims which have resulted in marked success are briefly as follows : —

1. To keep the plant up to the best standard of design and suitability for the work.
2. To provide first-class officers and crews.
3. To design the improvements with careful consideration.
4. To keep down costs by a thorough system of comparative statistics.
5. To keep up the quality by a regular and systematic inspection.
6. As a public work to keep the confidence of the public by consultation with those who are interested, and make use of the improvements.

THE PRESENT PROJECT.

The present project for a 30 foot channel between Montreal and Quebec, was adopted in 1889, while the improvements below Quebec were decided upon in 1906.

The estimate of 1899, was for 10 years work. The plant was only partially available until 1903.

The project for the channel between Montreal and Quebec had in view a channel of 30 feet depth, at the extreme low water of 1897, from Montreal to tide water at Batiscan, and from Batiscan to Quebec at extreme low tide. The width contemplated was a minimum of 450 feet in the straight portions, and from 550 to 750 feet at the bends. An anchorage was to be provided for Lake St. Peter.

Of this work, the 30 foot channel from Montreal to tide water at Batiscan, was completed in 1906. This is now in use, deep draught vessels in the autumn waiting for tide, to pass Cap à la Roche and St. Augustin bar.

The work remaining to be done is about 2½ miles of shale rock dredging at Cap a

la Roche; about 1 mile at Grondines; about 1 mile at St. Augustin bar, and also about 1 mile of widening at Ste. Croix, and 9½ miles of widening in Lake St. Peter.

Cap à la Roche will probably take from 3 to 4 years to complete, while the remainder to Quebec should be completed at the same time or in one year longer.

The widening of Lake St. Peter it is expected will be done in 1909.

The project of work below Quebec, had in view a 30 foot channel at low tide at the St. Thomas Flats, and at Beaujeu Bank everywhere, 1,000 feet wide.

The Beaujeau Bank will be completed in 1908.

The St. Thomas Flats, where the material is clay and sand, and covering nearly 4 miles of channel, should be finished in 1909, or early in 1910.

This channel, however, is limited to a depth of 30 feet at low tide by the St. Roch Traverse. Dredging here is out of the question.

For a greater depth than 30 feet at low tide, the North Channel from St. Jean, Ile d'Orleans, past Cap Tourment and north of Ile aux Coudres, must be undertaken.

This channel has every advantage over the South Channel except that it would take longer to complete, and there is some question of the sand shoals at the North Traverse filling in.

The advantages are the fact of the short length requiring improvement and the splendid navigability of the remainder. It avoids the St. Roch Traverse and the narrow waters from the Pillars to Bellechase. A depth of 35 feet could be obtained with comparative ease.

The question of the adoption of this route as soon as the South Channel is made 30 feet, will require almost immediate consideration.

THE PLANS FOR THE FUTURE.

The completion of the 30 foot project being in sight, it is not too soon to look forward to the next step.

The 30 foot channel was designed and laid out so as to be easy of navigation for the largest ships that could pass with the available depth. The widths and curves were designed for a much greater available depth than 30 feet.

A new depth may therefore be commenced without changing the lines of the channel, or the aids to navigation.

With the ship channel dredges a face of 4 feet is preferable as being a full economical cut. As, however, 35 feet would give easy navigation to the largest present New York steamships, it has been considered the best proposal for the next project.

The plant available at present for between Montreal and Quebec, consists of six elevator dredges, one hydraulic dredge, one stone-lifter and a complement of tugs, scows, &c.

For below Quebec there are two splendid sea-going hopper dredges.

For the upper reach one large size spoon dredge is under construction. A steel hull elevator dredge, capable of dredging to a greater depth is authorized, as well as a new stone-lifter.

In my opinion, at least two of the present elevator dredges having wooden hulls, will not last many more years and they should be reduced by one new one, each year. They take about two years to build.

Two or three additional tugs and several scows will also be required.

The plant for below Quebec is in every way suitable for the work, except that a larger tug, if possible the *Eureka,* should be connected with it.

With two or three new elevator dredges, the same number of tugs, one stone-lifter and the necessary scows, the ship channel plant will be ample to undertake the 35 foot channel and complete it between Montreal and tide water in six seasons.

The present progress is excellent; the plant is unique in fitness and economy, and the extent and importance of the operations would be considered remarkable anywhere in the world.

From 1889 to 1899, in 10 years, the expenditure averaged $130,000 per annum, and the dredging 350,000 cubic yards.

From 1899 to 1904, during the five years, the average expenditure was $515,000 and the excavations 3,500,000 cubic yards annually.

From 1904 to 1907, in four years, the expenditure amounted to $530,000 per annum, and the quantity dredged 3,700,000 cubic yards.

During the fiscal year 1907-1908, the expenditure on dredging plant and dredging amounted to $657,548.44, and the quantity removed 4,831,875 cubic yards, showing a steady and satisfactory progress.

ROCK DREDGING.

The most important and difficult section of the ship channel is at Cap à la Roche and Cap Charles, where the material to be dredged is principallly solid shale rock of various degrees of hardness but mostly of about the hardness of a soft school slate. It is an outcropping from hard-pan, and the whole bottom is covered with boulders of all sizes up to 30 or 40 tons in weight, which necessitates the frequent employment of stone lifters to remove them out of the way of the dredges.

The total amount of rock to be dredged is 2·90 miles or 1,700,000 cubic yards.

The question as to the best method of doing this work economically and quickly has been given much consideration and investigation. The rock being sufficiently soft to be within the cutting power of dredge teeth, it is quicker and cheaper to take out the rock by dredging alone than either by blasting and dredging or breaking by a chisel boat and dredging.

There would be disadvantages in working a blasting boat in the tidal waters and strong currents at Cap à la Roche and Cap Charles, as it would be necessary to frequently move out of position and lose unfinished drilled holes, in order to allow vessels to pass.

As to the kind of dredging plant which is most suitable for the work, this is a very important question, and it is an opinion that the best plant for these places would be very powerful dipper dredges for tearing out the rock to grade line, and elevator dredges for cleaning and finishing the bottom to the full depth required.

Dipper dredges can take out the bulk of the rock more cheaply than elevator dredges, and a powerful one of this type is being constructed at the Sorel shipyard for this purpose. Dipper dredges, however, lose considerable time in making a clean bottom, and this part of the work could be done with more economy by elevator dredges such as those which are now in use on the ship channel.

The holding of the dredges at Cap à la Roche and Cap Charles, is quite a problem. Anchors cannot be used, as owing to the smooth rock bottom the flukes do not embed themselves sufficiently to hold.

The method adopted, which has proved successful, is to drill a hole in the rock at the bottom of the river from four to five feet in depth in which a steel eye-bolt three inches in diameter (Lewis) is wedged very securely. To this Lewis is fastened a length of 1½-inch chain. The bow wire of the dredge is then attached to the end of the chain, and by this means the vessel is held.

Other difficulties to contend with in this tidal part of the river, are the very strong current, and frequent storms accompanied by heavy seas especially during easterly gales.

Great care is taken in disposing of the excavated material to the best advantage so as to prevent local lowering of the water level.

The excavated material is dumped as nearly as possible opposite to the cut and a short distance away, in such a manner that the cross section area of the river remains practically the same.

When dredging, every precaution has to be taken to prevent the channel from being obstructed. A very sharp look-out is kept, for steamers day and night, especially since night navigation commenced.

The dredges work radially from one side of the channel to the other by means of chains fastened to side anchors, which are placed on the banks, two on either side. These chains are worked by steam winches.

When a steamer is in sight, the dredge has to give herself sufficient time to be able to move to one side of the channel to give a clear passage.

Very great care is taken to see that the winches are always kept in good order and handled by expert men, as their failure to work at any time would be a serious matter, and might mean the blocking of the channel.

PERMANENCE OF THE CHANNEL.

It is a frequent statement that no river in the world is better adapted for improvement than the St. Lawrence. The channel once dredged, owing to the stable character of the river bed, and the clean water, remains permanent.

The dredging of a channel consisting of the displacement, only, of the material from where dredged to a point opposite, does not lower the water level. In fact for the past few years, great care is taken with regard to the position of the dumps, so as to actually raise the water in places and to make the current straighter and more uniform.

Questions have lately arisen, however, of the diversion of part of the supply of water, and the regulation of its flow.

Any scheme which has in view the diversion of any water which should come to the St. Lawrence, or any proposal which might curtail the flow during the low water period, should be absolutely opposed, as being vital to the security of the St. Lawrence Ship Channel and Montreal Harbour.

Another question which is forcing itself to our notice is the protection of the banks of the river. The sand banks at several points, covering the clay low water beaches, have given way much more than formerly. Whether this is due to the high speed of the ships and Richelieu steamers or not, the protection of the banks at Longue Pointe, Sorel, Three Rivers and Champlain, will require immediate attention.

THE CAPACITY OF THE CHANNEL FOR NAVIGATION.

The contracted part of the River St. Lawrence, from the sea to Montreal, the ship channel is from the St. Roch Traverse to Montreal a distance of 220 statute miles.

The length of channel actually requiring improvement covers a length of about seventy miles.

The length completed, to 30 feet at extreme low water, at the close of the fiscal year, was fifty-nine miles, leaving eleven miles to dredge, so as to make the 30 feet available at all stages of the tide.

It was the object of the first dredging, to enable sailing ships of 500 tons to pass through Lake St. Peter to Montreal.

With the present available depth of 30 feet at the lowest stages of river level, and more, during the first half of the season, ships of 15,000 tons may freely navigate.

With an addition of 5 feet in depth, the largest ships afloat could, if necessary, reach Montreal.

The time occupied by the large ships, between Montreal and Quebec, is surprisingly short.

The Allan turbiner, *Virginian,* holds the record for the upward pasage in 9 hours 37 minutes, while the Dominion liner *Ottawa* won by 8 minutes the downward passage in 8 hours 2 minutes.

The passenger and freight type of ship usually makes the upward trip in between 11 and 12 hours, and the downward trip in 2 hours less.

The fast passages are not encouraged as the waves have too much erosive effect on the banks.

As in the case of almost all navigable rivers, abroad, ships have to wait for the tide, the ship channel makes a very fair comparison in time of passage. The improvements necessary to make the St. Lawrence available for the largest ships afloat, are probably less than for the Thames, the Scheldt or the Elbe.

THE ST. LAWRENCE ROUTE.

As Winnipeg is the gateway to the great producing areas of the Northwest, so is the St. Lawrence the Canadian portal to the world's markets.

The line of route is not only the most direct, but owing to the long stretches of inland navigable waters, it is the cheapest.

Inland vessels and the northern continental railways, in their race to the sea, reach ocean navigation first at Montreal. With the present St. Lawrence canals, the present railways, the existing facilities at Montreal, and the 30 foot ship channel to the sea, the Canadian national route can hold its own with its only dangerous rival, the Buffalo-New York route.

What will happen when the two new transcontinental railways now under construction are completed, when the Georgian Bay or improved St. Lawrence canals are ready for traffic, when ample accommodation is given in Montreal Harbour, and when the ship channel has a depth of 35 feet, one can conjecture with satisfaction.

Apart from these, the only remaining requirement to place the Canadian route in a position beyond competition, both summer and winter, is a satisfactory winter port, with a railway distance from Montreal comparable in length with the Buffalo-New York lines.

Lord Durham's statement in 1837, to the effect that the State of New York had created her own St. Lawrence, from Buffalo via Albany down the Hudson to the sea board at New York, and captured the trade which Canada had lost by neglect to improve her waterways, bids fair to be comparatively reversed in the near future.

The thirty-five foot channel was commenced in November, 1907. The real beginning will not take place until the Cap à la Roche channel is completed for low tide. In the meantime, rather than lay up the dredges, they can work to advantage near Sorel from Nov. 15th until the actual advance of winter.

C.G.S. 'LADY GREY.

The Canadian Government steamer *Lady Grey,* has proved herself a very useful and powerful boat for towing purposes. Being a twin screw steamer she is easily handled and on account of her great engine power she is capable of undertaking very heavy tows successfully.

During the early part of last season the Department of Public Works made arrangements with the Department of Marine and Fisheries for the loan of the steamer *Lady Grey* to tow their large new dredge *Northumberland* from Quebec to La Have, N.S., a distance of 940 nautical miles.

On June 24, 1907, the *Lady Grey,* with her dredge *Northumberland* in tow, left Quebec for La Have.

The dredge was very low in the water having only about 2½ feet of free-board. She was helpless at sea on account of being unable to use her anchors.

When abeam of Kamouraska the wind became very fresh from the east and the appearance of bad weather coming made it advisable to stop for shelter.

The *Lary Grey* dropped her anchor, and the dredge was obliged to hang on to the tow-line.

While shortening the tow-line, the slack which had got foul of a boulder and become very taut, suddenly cleared and struck the second mate, Mr. J. Charbonneau, and killed him. This man had been warned to keep away from the hawser, but unfortunately did not pay any attention. The *Lady Grey* returned to Rivière du

Loup and landed the remains. An inquest was held, the verdict being 'accidental death.'

The tow left again on June 27th and stopped at Charlottetown, P.E.I., on July 1st, for coal, leaving again on the 3rd.

Between Charlottetown and Halifax the tow was greatly retarded on account of fog, and only reached Halifax on July 9, leaving on the next day for La Have where it arrived safely at noon, having been 17 days on the voyage.

After placing the *Northumberland* in a safe place the *Lady Grey* returned to Quebec, where she arrived on July 13, having also been delayed by fog on the return trip.

Had the Department of Public Works been obliged to charter a tug to do this work, the cost would have amounted to at least $10,000.

The *Lady Grey* has had a sweeping apparatus installed on board for work in the ship channel, particularly below Quebec.

This steamer is also fitted out with two 12-inch salvage pumps for wrecking purposes, the capacity of each being 2,500 gallons per minute.

Last season during October and November, the *Lady Grey* was obliged to 'stand-by' for aid, for 25 days during the absence of the wrecking tug *Lord Strathcona* which had left on a towing trip in connection with the two C.P.R. steamers *Keewatin* and *Assiniboia* which had been cut in two parts and sent to Buffalo, N.Y.

On October 30, the *Lady Grey* received orders to proceede to Curve No. 2, Lake St. Peter, to give assistance in pulling off the C.P.R. steamship *Montreal* which had grounded there during the previous night. She left immediately and rendered very valuable assistance with her powerful pumps.

After the cargo had been partially lightered this steamer was easily pulled off, and she proceeded to Montreal to discharge her cargo.

This was the only accident of importance which took place in the ship channel during the season of 1907.

At the close of the season the *Lady Grey* had to be available to assist out-going steamers needing her services.

ACCIDENTS IN THE ST. LAWRENCE.

Only one accident of importance took place in the ship channel during 1907.

This occurred on October 29 at a point in Lake St. Peter where the channel was 600 feet wide. The C.P.R. steamship *Montreal* grounded between the light pier and the edge of the dredged bank. The cargo had to a large extent to be lightered before the vessel could be floated. The contact with the concrete pier having damaged the hull, the ship had to be docked.

The accident occurred just before dark, the pilot, Lyderic Bouillé, stating that the ship took a sheer.

The minor accidents were as follows :—

May 10, 1907. Montreal Harbour—

S.S. *Concordia,* Windmill Point Basin.

Steel angles dropped to floor and went through bottom. After holes were wedged, the ship was able to sail.

June 19, 1907. Montreal Harbour—

SS. *Crown of Aragon* ashore at Maisonneuve. Anchored in fog. Wind carried her aground. Two harbour tugs pulled her off in 15 minutes. No damage.

July 2, 1907. Red Island—

S.S. *Montrose* aground at Red Island, in fog. Got off with flood tide. No damage.

July 2, 1907. Montreal Harbour—

Wooden steam barge, *Havana,* Pittsburg & Erie Coal Co., loaded with light rossed pulpwood.

R. & O. Str. *Prescott* in Lock No. 1, Lachine canal. *Prescott* reported to have rammed gate, letting in water which drove her back on *Havana,* damaging bow of barge and stern of *Prescott.*

Sincennes-McNaughton tugs took charge of both vessels. *Prescott* not badly damaged. Barge *Havana* sank at end of Bickerdike pier, not badly damaged.

August 23, 1907. Montreal Harbour—

Brick barge *Germaine* at wharf. Sunk by Str. *Imperial.* Rudder and engine room telegraph failed.

August 29, 1907. Quebec bridge disaster—

5.30 p.m. Thursday About 70 lives lost.

November 21, 1907—

C.G.S. *Montcalm* grounded at Cape Whittle, Pointe au Maurier. Floated same evening, making water. Wrecking steamer sent to her assistance and to accompany her to Quebec. They came up together to Quebec, and *Montcalm* went into dry dock for repairs.

November 28, 1907—

SS. *Christen Knudsen,* Dominion Coal Co., struck on Barratte Ledge, below Quebec, November 28, near midnight, bottom badly damaged. Returned to Quebec November 29 for repairs.

COMPARISONS.

The great excavation works of the world are:—

The Suez canal.

The Panama canal.

The River St. Lawrence Ship Channel.

The Suez canal after so many failures was finally opened for navigation in 1869. The length was 100 miles.

It has been improved and enlarged from time to time, and like the St. Lawrence channel it may never be completed, the size of ships so steadily increasing.

The present width at bottom is 101 feet, and the depth 29½ feet. Vessels of 18,000 tons navigate without trouble.

The Panama canal in course of construction, has a length of 49 miles. The proposed width is from 200 feet minimum, to a maximum of 500 feet.

It is expected to be completed by about 1915.

The old French Company, from 1881 to 1889, excavated 12,600,000 cubic yards.

The New French Company, from 1895 to 1904, excavated 10,000,000 cubic yards.

The United States from 1905 to date, have excavated over 20,000,000 cubic yards, making in all just about one half of the total estimated 80,000,000 cubic yards.

The United States, with its army of 30,000 men excavated last year 11,000,000 cubic yards. The ship channel, with its organization of dredge men, ship yard and repair men, amounting to less than 1,000, in seven months, excavated 4,800,000 yards at a cost of less than 10 cents.

The estimated total to make the 30 feet from Montreal to the sea, was 70,000,000, and at the end of the fiscal year 56,000,000 yards had been successfully dredged.

The River St. Lawrence Ship Channel therefore, compares very favourably with other great works, both as to navigability and to successful construction.

MARINE SIGNAL SERVICE.

The commencement of night navigation, and the increase in size and importance of ships, as well as the general improvement on all sides, especially features in connection with accidents, called for a system of signal service.

It was frequently found that by prompt action serious results from accidents

could have been avoided, and sometimes signals of danger could have prevented bad accidents. The government of Canada therefore, through the Minister of Marine and Fisheries, took up the matter at the last session of parliament and established in connection with the River St. Lawrence ship channel a telephone service extending between Montreal and Quebec, and since extended to Crane island.

There are twelve stations, all connected directly with the central station in the harbour commissioners' office at Montreal, established at the following places:—

Montreal	Day and night operators.
Longue Pointe	Day and night operators.
Verchères	Day operator.
Sorel	Day and night operators.
Three Rivers	Day and night operators.
Batiscan	Day operator.
Cap à la Roche	Day and night operators.
Portneuf	Day operator.
St. Nicholas	Day and night operators.
Cap Rouge	Day operator.
Quebec	Day and night operators.
Crane Island	Day and night operators.

The value of this service which was commenced September 1, 1907, was such that expressions of satisfaction were received every day during the season of navigation, when orders may be given, information as to the whereabouts of vessels obtained, and signals to passing vessels recorded.

The service has also been very useful in connection with the dredging operations as communication can be made immediately with the officials at the shops at Sorel, where orders can be given for repairs, and owing to the promptness of this service a great deal of time has been saved.

Another great advantage is, that it is possible to connect directly with the superintending engineer in his office at Montreal should anything come up requiring his immediate attention.

NEW ELEVATOR DREDGE.

In order to expedite the work at Cap à la Roche and Cap Charles, the department has decided to build another elevator dredge for working in rock. This dredge is to be modeled after the *Baldwin* (No. 6), but the hull is to be built of steel, and is to be able to dredge rock in 50 feet of water.

An appropriation for this vessel has been placed in the Estimates for 1908-1909, and she will be built at the Sorel shipyard.

NEW STEEL SPOON DREDGE.

The new steel spoon dredge now under construction at the Sorel shipyard, and which is expected to be ready for work during the present season, will be the most powerful dredge of this type afloat. She was designed by Mr. John Kennedy, consulting engineer of the Montreal Harbour Commissioners.

This dredge is intended for work at Cap à la Roche. It will tear out the bank quickly, and afterwards an elevator rock dredge will go over the ground to clean up and make a smooth bottom.

The following are her dimensions :—

Length moulded	108 feet 0 inches.
Breadth moulded	42 " 0 "
Depth at bow	11 " 6 "
Depth at stern	9 " 9 "
Length of boom, centre to centre	55 " 3 "
Length of spuds	74 " 0 "
Main engines, 2 compound	16 and 30 x 22 inches.
Swinging engines, simples	10 ins. x 14.
Capstan engines, simples	10 ins. x 14.

The capacity of her bucket is to be 10 cubic yards. The pull on the bucket rope equals 180,000 lbs. The dredge will be able to work to 50 feet. She will be equipped with electric light.

The steam for the machinery is to be provided by one marine boiler 12 ft. diameter by 10 ft. long, with two Morrison furnaces, the boiler having a working pressure of 160 lbs. per square inch.

THE NEW STEEL TWIN SCREW HOPPER HYDRAULIC DREDGE 'BEAUJEU' (NO. 8).

Steel hull.—Length, 275 feet; breadth, 45 feet; depth 22 feet; unloaded draught forward, 8½ feet; aft, 15 feet; with 200 tons of coal on board. Draught when loaded with 2,000 cubic yards of blue clay, forward, 13 feet; aft 17½ feet.

Equipped with twin screw propellers.

Main engine for propellers, two triple expansion engines 500 horse-power each. Cylinder diameter 15 x 8 x 48. Stroke, 24 inches.

Turbine Engine.—One triple expansion engine 15 x 28 x 48. Stroke, 24 inches.

Boilers.—Two Scotch type boilers, diameter outside 12 feet, with three furnaces each, 42 x 72 inches long; steam pressure 180 lbs.

One donkey boiler for winch purposes.

Winches.—The dredge is equipped with two winches, one forward and one aft, for moving purposes. Also a windlass powerful enough to haul two anchors at the same time ,each weighing 5,000 lbs. and 600 feet of chains.

Steering Gear.—One double cylinder steering gear.

Electric plant of 300 lights capacity.

This Hopper dredge can work at 55 feet deep and raise 2,000 cubic yards of blue clay in one hour.

The construction of this dredge began at the Sorel shipyard on October 5, 1905, and the dredge was launched December 2, 1906 and delivered to the operating branch of the department November 1, 1907, and was taken down to St. Thomas de Montmagny and worked there until November 15 when it was taken back to Sorel.

WINTER NAVIGATION AND ICE BREAKING.

The question of winter navigation in Canada, has three distinct phases.—

1. Experimental navigation.
2. Special work with ice breaking steamers, for prolonging the season, preventing floods or delivering supplies and mails to distant settlements cut off from communication.
3. Commercial navigation with ordinary types of ships.

The first two of the above types of navigation being non-paying, they must be considered as legitimate cares of the Government.

The Department of Marine and Fisheries has for many years conducted experiments with a view to demonstrating possibilities of navigation, especially to Hudsons' Bay.

Winter communication between the mainland and Prince Edward Island has also been a matter of study, and the design and construction of steamers for this important and difficult service.

During the past few years the question of prolonging the season of navigation, the prevention of floods and the winter communication with settlements on the distant north shore of the St. Lawrence, has been taken up by the department, especially on the representation of the Transportation Commission.

The ice canoe having given place to a regular service of steam ferry steamers at Quebec, a steam ice breaker was called for to give service between the Intercolonial railway and Murray Bay.

The service to distant points on the Lower St. Lawrence north shore, has for the

last two winters been maintained by the special ice-breakers *Montcalm* and *Lady Grey*.

The *Lady Grey* was designed as a seurveying, towing and wrecking ice-breaker, especially for the river between Montreal and Quebec. If a wreck should occur late in the season the *Lady Grey* is now available, although ordinary wrecking plant would be out of the question. She is also of great service in accompanying vessels to sea late in the autumn when there is ice in the river.

The winter ice operations of this vessel, which forms a part of the ship channel equipment, are given in full, with special reports as follows:—

At the close of the season of 1907, the *Lady Grey* was assigned to the duty of assisting out-going vessels to the sea.

The SS. *Borgestad* having been delayed until December 2, and the weather turning severe, called upon the ice-breaker to accompany her. Starting at 6.20 a.m., from Sorel, the two steamers encountering a thick snow storm, were obliged to anchor at Three Rivers. The weather moderating, they proceeded, but had to anchor again at Batiscan for the night.

The following day, although very cold, the weather was clear and the vessels reached Quebec without trouble.

Mild weather having set in, the river remained open, and SS. *Dunelm* from Great Britain, loaded with steel for the Upper Lakes, arrived at Quebec on December 9. Leaving on the 11th, this vessel called for assistance to pass Lake St. Peter, the buoys being all removed. The steamer *Frontenac,* fitted with an auxiliary ice prow, went to Three Rivers, and by placing temporary marks, succeeded in conveying the *Dunelm* through Lake St. Peter, and Montreal was reached in safety on the 13th. This is the record of the latest ocean vessel reaching Montreal.

The *Lady Grey* was retained in Quebec during the winter, the Quebec ice-breaker having been disabled. The Cap Rouge ice-bridge not having taken, the crew were paid off and the ship laid up.

On January 20 the *Montcalm* being still in dock, the *Lady Grey* was called upon to undertake an unexpected trip to the North Shore, although scarcely large enough for such service. By working night and day the vessel was fitted out and put in readiness on February 25.

Capt. Mercier received his instructions from the department to start on the 29th if the weather and ice conditions were favourable.

Freight, passengers and mail were taken on board and the *Lady Grey* left Quebec at 5 a.m. on the 29th for north shore points and Anticosti. The weather was overcast but otherwise fine.

The river was covered with loose pieces of drift ice about 10 inches thick. These conditions continued to St. Roch Traverse, where the ice became much heavier, increasing to 15 inches in thickness. This continued, closely packed, down to Murray Bay, where clear water was reached.

Opposite Cap Salmon, a small field of drift ice, about 3 miles by half a mile, was encountered, having a thickness of from 15 to 18 inches.

The *Lady Grey* arrived at Tadousac at 2.30 p.m., where freight was landed. Owing to a gale from the north, with intense cold, it was decided to remain at Tadousac for the night.

On March 1 the weather was fine, but cloudy, with a cold north wind blowing.

The steamer left at 5.30 a.m., and when off Portneuf (en bas) at 8.45, very heavy loose batture ice was met with, having a thickness of about 2 feet, solid green ice, covered by a foot of snow. This ice was composed of large cakes of about 50 feet in diameter, and extended as far as could be seen from the bridge of the ship. The vessel slowed down for safety, but experienced no difficulty in working her way through at an average speed of 10 miles an hour.

When off Bersimis Point at 11 a.m., the ice cakes were more scattered, and the ship ran into comparatively clear water at noon. From Pointe des Monts to Pentecost

river, a distance of about 26 miles, the river was quite clear, with no ice in sight. At 6 p.m., the *Lady Grey* anchored for the night.

On Monday morning, March 2, the steamer lifted anchor at 5.30, reaching May Island at 7 a.m., and landed about 5 tons of freight, continuing on at 8 a.m. for Seven Islands. The weather was fine with a very cold northwest wind.

The *Lady Grey* arrived off Seven Islands at 10 a.m, where the bay ice was found to be too thick for entrance by the western passage. The captain then decided to try the middle passage, but found the ice still thicker and piled up in some places to a height of 20 feet. Finally an attempt was made to get in by the eastern passage, where the ice was found to be thinner, and about 12 to 15 inches thick. A passage was effected for a short distance, and the Seven Islands mail and part of the freight landed and transferred to the mainland by dog sleighs.

At 1.30 p.m. a report was received from the signal station at Quebec to prepare for an easterly gale with snow. As a precaution, it was decided to go the western passage and break far enough in to get shelter. A passage of two miles was made with the ice 28 inches thick in most places. The balance of the freight was then landed and 11 passengers were taken aboard for Quebec.

On March 3, the weather being fine and clear, with a light but very cold northeast wind, a start was made at 2 p.m. for Anticosti. At 3.30 a large field of closely packed ice, averaging from 5 to 6 feet in thickness, was met with about 15 miles from Seven Islands, and the ship was experiencing great difficulty in forcing a passage. This field extended as far as could be seen from the topmast.

The steamer had not sufficient coal to risk being caught in the ice for any length of time, so in view of a very unfavourable weather report received at Seven Islands, the captain decided not to endanger his ship by making further attempts to reach Anticosti, but to return to Quebec.

At 3.45 p.m. the ship turned back and met no ice until off Pointe des Monts, where salt water ice was encountered of from 4 to 5 inches in thickness, and was making fast.

At 10 p.m., off St. Nicholas, the steamer ran into closely packed ice varying from 10 to 15 inches thick, and had considerable trouble in forcing her way through. This field, as far as could be judged from the lookout, extended the width of the river, or about 30 miles, and as the ship was making but slow progress, it was decided to wait for daylight.

At daylight on March 4 open water was seen towards the north shore, to which point the vessel slowly worked her way. Closely packed ice, with occasional open spaces, extended as far as could be seen from the topmast, and continued under similar conditions up to 20 miles above Bic Island, where the steamer ran into clear water. The *Lady Grey* continued up to Tadousac and went to the wharf for the night.

On March 5, at 5.30 a.m., the *Lady Grey* left for Quebec. The weather was fine, with a southwest wind.

Clear water was found as far as Cap Salmon. At this point the river was covered with loose floating ice of about 8 inches in thickness, which the ship broke through with little trouble.

Passing the Lower Traverse at 11.30 a.m. the ice was found to be somewhat thicker and more closely packed.

From Crane Island to Ile Bellechasse, very heavy packed and piled ice, which had jammed at Quebec the day previous, was met with, some cakes being 20 feet in thickness. The steamer managed, after much difficulty, to work her way through, and from Bellechasse upwards this drift ice became thinner. The *Lady Grey* continued up, reaching Quebec at 4.40 p.m. The mails, which had not been delivered at Anticosti, were immediately landed.

Orders were received from the department at Ottawa to pay off the crew, but to keep the boat in readiness for any emergency call.

According to information gathered from residents on the north shore, where the steamer stopped, it was learned that the best part of the winter for navigation, with regard to ice conditions, is during the latter part of December and during the month of January. On the other hand, snowstorms are more frequent during this period.

During the month of January the ice is affected very much by the wind. The large, heavy fields usually remain in the middle of the Gulf, being shifted from one place to another by the changing of the wind. In the case of a gale continuing for two or three days, the ice then reaches the lee shore.

River St. Lawrence Ship Channel,
Sorel, P.Q., May 5, 1908.

Mr. G. J. Desbarats, Acting Deputy Minister.
Department of Marine and Fisheries,
Ottawa, Ont.

Sir,—I have the honour to report for the information of the department, on the breaking up of the ice in the River St. Lawrence between Montreal and Quebec, by the steamer *Lady Grey,* in April, 1908.

The St. Lawrence ice conditions during the winter of 1907-8 were somewhat unusual.

The taking of the ice occurred about fifteen days later than usual, a ship actually arriving in Montreal from the sea, on December 13, 1907.

Lake St. Peter froze over in stages, with the result, that covering a large area of the deep water, the ice was shoved and rafted. Mr. V. W. Forneret, resident engineer, reported that during his winter work in March, 1907, the ice in the middle of Lake St. Peter was of unusual thickness, the ice-chisels to make holes through, requiring to have their handles lengthened to eight feet.

The Cap Rouge ice-bridge did not take, during the whole winter, and the river was open up to near Batiscan. As a result, the level of water in April was lower than usual, and the ice remained firmly attached to the shores and battures.

The weather in April was also exceedingly severe, zero weather being frequent up to the 20th.

On April 22, there were several ocean vessels in Quebec, waiting for the river to clear before proceeding to Montreal, the inside basin at Quebec being also solidly frozen.

The Hon. Mr. Brodeur, Minister of Marine and Fisheries, communicated with me on the 22nd, to know if anything could be done to aid in opening up navigation.

I informed the minister that the *Montcalm* was of too deep draught for service above Platon, and that she was already in the gulf, but that the *Lady Grey* had been made ready for emergency orders.

The situation then was that it was expected that naturally the ice would clear in a few days, and in any attempt to break it, especially when liable to shove at any moment, there was grave danger to the ice-breaker on account of the lack of sheltered positions, and of the liability of the ship being forced ashore.

The minister stated that the matter was urgent, and advised a consultation with the Shipping Federation, the danger of the vessel being put out of commission to be explained, and then an attempt to be made, all possible precautions being taken.

The Shipping Federation was consulted and the hazard of the work pointed out. They were pronounced in the opinion that the ship was too valuable to St. Lawrence navigation during the season to be risked in serious damage, and it was decided to make a trial, and if found too dangerous, to order the *Lady Grey* to shelter at Quebec.

Arrangements were immediately made, and Mr. N. B. McLean, assistant engineer, was instructed to proceed to Quebec to act as executive officer in general charge. The best pilot in our service was also sent to render all possible aid, which was afterwards

found to have been a wise precaution on account of his knowledge of the river in the absence of lights.

Captain Mercier, the officer in charge of the *Lady Grey,* handled the vessel to every advantage.

The attached report of Mr. McLean, with photographs taken by him, will give all the details of the work from day to day, making a very valuable record.

The ice was found to be much more solid than expected. It was so firmly jammed, and attached to the shores, and of such unusual thickness, that it would most certainly have held firmly for at least another week, to the delay of the fifteen vessels already waiting at Quebec.

The staunchness of the *Lady Grey* and her suitability of design and power for work between Quebec and Montreal was demonstrated. It is probable that no other ice-breaker of her size was ever put at so difficult a task. The work was well accomplished and every precaution for safety taken, to the very great credit of Mr. McLean, and the officers and crew of the *Lady Grey.*

A close inspection of the steamer to-day shows the bow and the hull cleanly scoured by the ice, but the vessel absolutely undamaged. The only mishap being the loss of one anchor.

The difficulties and danger to a ship working in ice in narrow water with a rapid current is not generally appreciated and I would not advise that such work be undertaken, without careful consideration of the risks, but I am glad to report that on this occasion the results were far beyond my expectations, and the *Lady Grey* is still ready for service, and in fact leaving immediately for below Quebec with the two large dredges to help the commencement of the dredging and to sweep the Beaujeu channel.

I am, sir, yours obediently,

F. W. COWIE,
Superintending Engineer.

River St. Lawrence Ship Channel,
Sorel, P.Q., May 5, 1908.

Sir,—According to your instructions of April 23, I proceeded to Quebec to take charge of the attempt to break up the ice-jams in the River St. Lawrence between Batiscan and Contrecœur, to enable the large number of vessels detained at Quebec to reach Montreal as soon as possible.

Captain Joseph Laforest, of the C. G. S. *De Lévis* was taken along according to your instructions, so as to have the best pilotage service for the hazardous work, there being no buoys, and as considerable manœuvering had to be done outside the actual ship channel.

We arrived at Quebec at 6.30 a.m. on April 24, and immediately went on board the *Lady Grey,* where all was in readiness. At 9 a.m. we left the outer basin, and with the rising tide proceeded up river. Weather fine, bright and calm.

There were no buoys, but the shore lights and marks made navigation easy.

From Quebec to St. Nicholas some broken cakes of ice were met with, but above the latter place the channel was clear of ice all the way to Cap Levrard.

We passed abreast of Pointe aux Trembles (*en bas*) at 10.20 a.m., Cap Santé at 11.15 a.m., St. Jean des Chaillon at 12.50 p.m. All the way up everyone had turned out to see the ice-breaker, the work being considered impossible. Flags were hoisted in our honour, and salutes exchanged.

At 1 p.m., one mile below Cap Levrard we met a large field of floating ice, which had broken away at Batiscan, but had no great difficulty in working through it for a length of about two and a half miles, when clear water was again reached, which extended up to Pointe Citrouille.

Batiscan was reached at 1.40 p.m. The shore ice was still solid there, so we broke

our way into it about 300 feet, and then walked ashore to telephone you report of progress, and for further orders.

At Batiscan also the whole village had turned out to see the novel sight. Many questions were asked, and various views expressed as to whether we would get through or not. There was, however, no time for discussion, the orders being to continue up, and if considered possible, continue to Three Rivers, but if found to be imprudent, to return to Batiscan, and take best possible shelter below the wharf. At 2.15 p.m. the *Lady Grey* turned her head up stream once more.

About a quarter of a mile above Pointe Citrouille light, at 2.40 p.m., we encountered the first solid body of ice bridged from shore to shore, and as far as we could see there was ice all the way to Ile Bigot at least. For a couple of miles this ice was comparatively soft, and we ran through it without any trouble, and after being broken it immediately commenced to move down. At about a mile below Champlain the ice was more or less jammed and rafted, but we were able to work our way through, though occasionally we were brought to a stop, and had to back up and take a run at it. This jammed ice continued until we were abreast of Ile Bigot at 3.50 p.m., when we ran into an area of clear water. Our passage through the Champlain channel, broke the jam, and this ice started immediately to drift away with the current.

From Pointe Citrouille up to Ile Bigot, the river bank was lined with crowds of interested and excited spectators. Apparently everyone was there, to the oldest inhabitant. Flags were flying everywhere and dipped repeatedly for us as we passed, and here and there a group would fire salvos from fowling pieces by way of a salute to the *Lady Grey*. These salutes were, of course, duly returned.

From Ile Bigot we ran into clear water until we were opposite the low light at Becancour. Here we met ice that was jammed hard and solid, and we started to 'buck' it.

'Bucking' is a descriptive term, and consists in backing the ship 400 or 500 feet, and then making a run at the ice. We did well for three of these runs, breaking our way from 100 to 200 feet at a time, but at the fourth trial we were not so successful, as we ran up on the ice and remained there, probably not having struck the key to the bridge, where it was apparently solid to the bottom of the river. For more than half her length, the ship was on the ice, and for three hours, doing all we could, she remained fast. We pumped out the after tanks, but it did no good. We filled them and it was the same story. We backed her, put one engine ahead and one astern to try and swing her, but still she would not move. Then we filled her after boats with water to try and raise her bow a little, but without result. Finally, after three hours in this position, and as a result of the churning and washing away of quantities of ice by the propellors, at 7.15 p.m. the ship slid off with a rush. At this moment the jam broke.

For the next twenty minutes it was an anxious time, as we still had a good deal of 'bucking' to keep clear of the shoal water, which was pretty close to us on the port side, with the current setting us that way all the time. When the bridge broke, it being nearly dark, the ice opened slightly in front, and orders were immediately given to attempt the weak point and get through, rather than risk being 'pinched.' After half an hour of heavy work, only holding our own, the heavy ice of the key was cleared, and we continued towards Three Rivers.

By this time it was quite dark and the Cap Madeline upper lights were not lit, though all the other lights in sight were burning brightly. These upper lights were very necessary to us as we had to run up on them until we ran into the line of the Cap Madeline lower lights. However, just before dark, Mr. Perrault and Captain Laforest had picked up a leading light in a house near Cap Madeleine Church, and from this were able to hold their course sufficiently close to enable us to run up till we were on the other range, and from there it was plain sailing to Three Rivers.

All the way up from the jam at Becancour to Three Rivers we were meeting large

fields of ice, but were able to work our way through them successfully, and arrived at Three Rivers at 8.45 p.m., when we tied up to the lower end of the wharf.

During the time that we were retarded by being hung up in the ice-jam at Becancour we were in plain sight of Three Rivers, where throngs of people were observing our efforts from the wharfs and boulevard. It was afterwards learned that considerable money changed hands on the question of the possibility of our reaching Three Rivers. Torches were blazing on the Quai Bureau and the city front was in a general state of excitement. Several hundreds of people were on the wharf to congratulate the *Lady Grey,* and bid her welcome as she moored safely alongside for the night.

On Saturday morning, April 25, as the lake ice did not appear to be coming down, we left Three Rivers at 9.40. At 10 o'clock, one and a half miles below Port St. Francis, we ran into ice averaging about 2 feet in thickness, which was firmly jammed there. We worked our way up through this as far as Nicolet Traverse, meeting strong ice all the way, which frequently brought us to a standstill, when we had to back up and go at it again 'full steam ahead.' Our passage through everywhere broke the bridge, but we turned and ran a cut down through the ice to clear water to make sure that it would not jam again.

Returning to the lake at 11.30, we reached a point about half a mile below light pier No. 3. Here we encountered packed green ice from two to four feet thick and very tough. We worked until 1 p.m., when we arrived opposite the pier, but had only broken a channel of about the width of the vessel. It did not seem wise to continue up with the probability of straining the ship, as we were gaining only half a mile in an hour and a half, from the direction of the channel, so at 1.10 p.m. we swung around by backing into the ice, and came down, breaking up a small jam at the foot of Nicolet Traverse, and then continued on to Three Rivers, where we arrived at 2.35 p.m., when I again telephoned you report, and for further instructions.

The ship was not trimmed sufficiently by the stern, so we made arrangements with Leprohon & Fils to supply us with what coal we might require to trim her.

After making arrangements for coal we swung the ship into the St. Maurice river, below the lower end of the wharf, as it was considered that she would be safer there in case the lake ice came down during the night, and as the harbour master stated that there was sufficient water for us. She was taken in stern first, but we discovered there was shallow water close to the wharf, on which the vessel might be held up. We, therefore, came out and berthed her at the lower end of the wharf below the angle.

This berth seemed to be quite safe, as the ice has not shoved there so far this spring, although the upper portions of the wharf have been ripped up in several places. The captain of the *Glacial* also reported that this was a safe place.

Sunday morning, April 26, was fine and calm, with no ice running.

The crew was given permission to attend early mass, and at 9.15 we left Three Rivers and went down to Becancour where we opened up a small jam which had formed in the same place as on Friday. We ran through it a couple of times and got it well moving, and then went up river, arriving at Nicolet Traverse at 11.25 a.m. There was no ice between Becancour and Nicolet Traverse.

It was decided to break up the ice on the south side of the traverse instead of in the channel where we had been yesterday, in order that we might have plenty of room and not be in danger of being carried towards the shoal water to the north, should the whole body of lake ice start moving.

The ice was softer towards the south, and we were able to work to greater advantage, cutting the ice cut in large circular slices and then cutting these in two again to insure their passage at Port St. Francis. By 3.30 we had cleared out an area about two miles long by a mile wide, including the key to the Lake St. Peter ice field.

The ice broken was from 15 to 30 inches in thickness, comparatively smooth and unbroken.

At 3.30 the whole body of lake ice was in motion and it was time to clear out for

safety. On the way down we broke up the larger fields to give them a better chance to go through. All the ice we broke to-day was well on the move and the lower pans had arrived within a mile and a half of Three Rivers.

In the afternoon the *Glacial* of Three Rivers left port with an excursion to view the *Lady Grey* at work, but as we had sent down so much ice, she was only able to come up about three miles above Three Rivers. We passed her on our way down and exchanged salutes. The excursionists were not altogether disappointed as we had a number of good-sized fields to break up fairly close to her, one in particular of packed ice, which gave us a great deal of trouble.

We arrived in Three Rivers at 4.45 p.m., and tied up for the night at the lower end of the wharf.

At 5 a.m. Monday, April 27, we left the lower end of the wharf and moved up opposite the Boulevard, where we tied up and got ready to take coal. We took 18 tons of coal, putting it on deck aft on each side of the saloon. This lifted the bow about 4 inches.

We left Three Rivers at 9.10 a.m., and about one and a half miles below Port St. Francis met large fields of ice coming down, some of which were pretty solid, but we cut the largest in two where we could. We kept on forcing our way up, breaking the ice as much as posible till we reached the White Buoy curve. At the middle of the lake the ice was noticeably softer to-day, and the trim of the ship was much better, so that we could do very good work. We met ice all the way to White Buoy curve, but it was all in motion, and there was open water about one and a-half miles to the south. At the White Buoy we encountered a very large sheet of packed ice lying about across the lake and apparently about 5 miles long by a mile or two miles wide. We broke our way into this for half a mile, taking two hours to do it on account of the rafted ice and frazil, and still had half a mile to go. It might have been possible to have cut through this piece and reached Sorel by night, but it was considered wise to go back to Three Rivers in case this field should jam at Port St. Francis. Above this field there was open water as far as could be seen with the exception of some small broken pieces.

At 1.30 we turned back and ran down, breaking up all the larger fields on the way, opening up a slight jam at Port St. Francis, and then going on to Three Rivers, where we arrived at 3.30 p.m. and tied up.

The river all the way from the lake was practically full of heavy ice from shore to shore.

The ice we met to-day, with the exception of the packed ice, was from one to two and a-half feet thick, strong green ice. The packed ice was from three to four feet thick, very tough and hard to break.

On the morning of April 28, at 6.25, we left Three Rivers with a great deal of running ice in the river. One mile below Port St. Francis we met the heavy pan of packed ice which we had left yesterday at the White Buoy curve. It had been considerably reduced in size, and the rain during the night had softened it, so we were able to work through it, though it was still pretty tough, and we had to back up and go ahead again a number of times.

At 7.50 a.m. we were opposite Port St. Francis wharf, the river was full of ice, but all on the move, and much softer than yesterday, so that we kept right ahead till we ran into clear water about two miles above No. 3 curve. There was some ice to the north, but of no consequence, and the south side was clear. From here on it was plain sailing, only a very little loose ice being met with.

We continued on with clear water through the lake, and arrived at Sorel at 10.10 a.m.

I remain,

Yours very truly,

(Sgd.) N. B. McLEAN.

F. W. Cowie, Esq., C.E.,
Superintending Engineer,
River St. Lawrence Ship Channel,
Montreal, P.Q.

THE WORKING STAFF ORGANIZATION.

The dredging fleet and the channel operations are maintained and directed during the season of navigation under the superintending engineer.

The ship yard, shops and store are managed by the director of ship yard. When the plant is out of commission and at the ship yard, the care is taken by the ship yard officers, who make the necessary repairs. The construction of new plant is made at the ship yard to the requirements of the operating staff.

Under the superintending engineer of the ship channel, Mr. V. W. Forneret, B.A. Sc., C.E., directs the placing of the dredges, their supervision and operations. The excellent report of Mr. Forneret is given in full with regard to the operations of the plant and the various matters connected with the channel. The position is one of great responsibility and Mr. Forneret has proved himself fully equal to the important task.

Mr. N. B. McLean, a graduate of Kingston Military College, is in charge of the sweeping and various other duties. His report on the attempt to open up navigation early during the present season, is also given as of general interest.

Mr. A. E. Beauchemin, M.E., is local superintendent for the work below Quebec. To him is due in a great measure the success of that work.

Mr. M. C. Blais, employment officer at Sorel, and Mr. D. Champagne, paymaster, carry out their duties of keeping the crews complete and the records up to date, in a most exemplary manner.

Mr. F. A. Wise, C.E., and Mr. E. V. Collier and Mr. Fraser complete a steady, enthusiastic and hard working staff.

The men, from the captains to the sailors, deserve the utmost praise. It would be hard to imagine a more experienced, steady and reliable organization of men.

Ten years ago there were only two or three certified officers or men in the fleet. Pilots there were almost none. Discipline was mostly lacking.

At the present time the captains and engineers hold certificates. The younger men are exerting themselves in winter to better their education, and the type, qualifications and discipline is becoming markedly good, and a credit to the department.

River St. Lawrence Ship Channel,
C.G.S. 'Frontenac,'
Sorel, Quebec, July 9, 1908.

Sir,—I beg to present the following report on the dredging operations for the improvement of the River St. Lawrence ship channel during the fiscal year ending March 31, 1908.

The sweeping of the channel was carried on during the whole season of 1907 under the direction of Mr. N. B. McLean, C.E. and staff, and no obstruction of any serious nature was found.

The two semaphores indicating the channel depths in their respective localities were maintained as usual.

The gauge for the St. Jean des Chaillons semaphore, which indicates the depth in the Cap à la Roche dredge cut, was placed on May 20, and the semaphore started immediately.

The gauge for the St. Nicholas semaphore indicating the depth over the undredged St. Augustin bar was placed on June 27 and the semaphore started on the same day.

Respectfully yours,
V. W. FORNERET, B.A. Sc.
Assistant Engineer,

F. W. Cowie, Esq., C. E.,
Superintending Engineer, River St. Lawrence Ship Channel,
57 Common Street, Montreal, P.Q.

The average depth in the Ship Channel, available for navigation, with the greatest and the least depths in each year, from May to November, since 1890, is given in the following table:—

Year.	Average Depth for each Month in the 27½ foot Channel. (27½ feet at Ordinary Low Water).							From Sorel Gauge during each year May to November.	
	May.	June.	July.	August.	Sept.	Oct.	Nov.	Highest.	Lowest.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
1890	35 6	35 3	31 9	30 6	30 9	29 9	30 6	37 0	29 0
1891	34 6	31 3	29 9	29 9	30 0	28 3	28 3	36 9	27 3
1892	31 0	31 9	31 6	30 6	28 9	28 3	28 3	33 6	27 3
1893	36 0	34 3	30 9	29 9	29 6	28 6	28 0	37 6	27 6
1894	34 6	31 9	31 0	29 2	28 3	28 9	29 0	36 0	27 7
1895	33 3	31 3	28 3	28 3	27 6	26 9	26 9	34 6	25 10
1896	33 6	30 6	28 9	28 0	27 6	27 9	29 0	37 0	27 4
1897	35 6	32 6	30 3	29 3	28 0	27 0	27 6	37 0	26 5
1898	31 6	30 9	29 8	28 6	28 2	28 3	28 6	32 1	26 9
1899	36 2	31 9	30 3	28 6	27 6	28 0	27 9	37 9	26 9
1900	33 6	30 9	30 6	29 6	28 1	28 9	29 2	35 9	27 4
1901	34 3	31 10	29 2	28 3	27 7	27 4	27 3	36 3	26 6
1902	32 2	32 2	32 2	29 4	28 1	28 1	29 0	34 1	27 6
1903	33 0	30 11	30 5	29 5	28 4	29 0	27 11	32 8	26 11
1904	36 3	34 5	30 9	29 5	29 5	30 4	29 3	37 4	28 1
1905	31 10	30 8	29 7	29 0	28 0	28 5	28 1	33 6	27 1
1906	32 4	31 5	29 3	27 11	27 3	27 4	27 6	33 3	26 9

	Average Depth for each Month in the 30 foot Channel. (30 feet at the Extreme Low Water of 1897).								
	May.	June.	July.	August.	Sept.	Oct.	Nov.	Highest.	Lowest.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
1907	37 1	35 9	34 3	32 10	32 4	32 9	33 7	38 3	31 10

COST OF SHIP CHANNEL TO DATE.

TABLE showing the Total Cost of the Dredging and Plant and the Quantities Dredged to March 31, 1908.

—	Cost of Dredging.	Expenditure for Plant, Shops, Surveys, &c.	Quantities Dredged.
Montreal Harbour Commissioners 1851 to 1888.	$ cts.	$ cts.	Cub. yds.
Dredging, Montreal to Cap à la Roche, to 27½ feet at ordinary low water, and from Cap à la Roche to Quebec to 27½ feet at half tide	3,402,494 35	534,809 65	19,865,693
Department of Public Works.			
Dredging, consisting of widening and cleaning up of channel, deepening Cap à la Roche to Cap Charles to 27½ feet at ordinary low water, and dredging at Grondines, Lotbinière and Ste. Croix, 1889 to June 30, 1899	829,583 08	486,971 79	3,558,733
Project of 1899—Dredging channel between Montreal and Quebec to 30 feet at lowest water of 1897, also widening to a minimum width of 450 feet and straightening—			
Fiscal year 1899-1900	100,191 01	265,270 78	1,107,894
" 1900-1901	136,680 83	287,040 04	2,479,385
" 1901-1902	185,429 80	479,731 47	3,098,350
" 1902-1903	255,776 55	277,703 50	6,544,605
" 1903-1904	276,958 59	308,765 44	4,619,260
Department of Marine and Fisheries.			
Fiscal year 1904-1905	311,087 93	266,460 33	2,716,220
" 1905-1906	431,768 30	125,107 37	4,047,530
" 1906-1907 (July 1, 1906, to March 31, 1907)	302,677 37	80,613 26	3,001,010
" 1907-1908	478,209 66	179,339 78	4,831,875
	6,710,857 47	3,291,813 41	55,870,555

DREDGES.

Laval (No. 1).—Of the fleet of ship channel dredges, this is the oldest. The hull is of wood, constructed in Ottawa in 1894. The buckets are made of cast-steel for work in rock and other hard material.

The details of the operations of this dredge for the fiscal year beginning April 1, 1907, were as follows:—

The dredge had been thoroughly overhauled during the winter and her machinery put in good order for the season's work.

On May 1, 1907, the *Laval* being ready, was taken down and laid out on Batiscan Traverse, where she had stopped in 1906, to widen and deepen the channel, the material being hard clay and stones.

This dredge finished her cut on July 13, and was then taken up to Sorel to have some repairs made before being loaned to the Montreal Harbour Commissioners for work in Montreal harbour, where, on account of strong cross-currents, this dredge was more suitable than a spoon dredge, being able to get out of the way of passing ships.

The *Laval* left Sorel for Montreal on July 20, where she was laid out of work to do some widening in the channel, the material being hard-pan, stones, and some shale rock.

The dredge continued working in the harbour of Montreal until November 27, when she was taken down to Sorel to go into winter quarters. On her arrival in Sorel she was immediately got ready to be hauled out in order to have her hull repaired and well caulked during the winter.

In a total of 179 days during which this dredge was at work, her machinery was in actual operation 65 per cent of the full working time.

The total quantity of material dredged amounted to 190,800 cubic yards, at a cost of $37,301.09, or 19$^{55}/_{100}$ cents per cubic yard.

Laurier (No. 2).—The hull of this dredge is also of wood, having being constructed at the government works at Sorel in 1897.

During the winter of 1906-7 she was hauled up to have her hull repaired, repainted and well caulked. Her buckets, which were of large size, built up from cast-steel bottoms, were changed for a complete new set of cast-steel buckets suitable for rock work.

The details of the operations of this dredge for the fiscal year beginning April 1, 1907, were as follows:—

The *Laurier* was only ready for work on May 20, on account of extensive repairs. She was taken down and laid out at Cap à la Roche Curve, to widen and deepen the channel, the material being shale rock. She continued working there until November 11, when she was taken to Pointe aux Trembles (*en haut*) to clean up some lumps found in the channel by testing, the material being clay and sand.

The dredge worked until November 27, when she was taken to Sorel to go into winter quarters.

The number of days during which this dredge was in operation was 163, and the percentage of time at actual work 63.

During the fiscal year she removed 172,950 cubic yards, at a total cost of $47,-715.97, or 27$^{58}/_{100}$ cents per cubic yard.

Lady Aberdeen (No. 3).—The hull of this dredge is of steel, the vessel complete having been constructed at the Sorel works in 1900. The buckets are of cast-steel for working in hard material.

During the winter of 1906-7, she was given a good overhauling, and her machinery put in good order for the next season's work.

This dredge worked for a few days at Sorel before the St. Lawrence river was clear of ice, making a basin at the mouth of the Richelieu river for floating the logs for the ship yard saw-mill.

On May 6, 1907, the *Lady Aberdeen* was taken down to Batiscan and laid out to widen and deepen the Batiscan channel, the material dredged consisting of clay, sand and stones. After finishing her cut on June 17, the dredge was taken down to Cap Charles and laid out on Cap Charles Curve to widen and deepen the channel, the material being very difficult to dredge, consisting of stones, sand and shale rock.

There were a great many large stones, which necessitated the frequent use of stone-lifters.

During a very severe gale on November 6, both the dredge dump scows broke away from their moorings and were washed ashore. After a great deal of work they were both launched again, only one of them being damaged.

On November 11, the *Lady Aberdeen* was taken to Sorel to go into winter quarters. On arrival, she was made ready to be hauled up to have her hull scraped and painted.

The number of days during which this dredge was in operation was 161, and the percentage of time at actual work, 61.

The total number of cubic yards removed amounted to 133,400, at a total cost of $48,889.52, or 36$^{65}/_{100}$ cents per cubic yard.

Lady Minto (No. 4).—This dredge is of the same type and design as the *Lady Aberdeen.* Her buckets are of cast-steel for working in rock and hard material.

The details of the operations of this dredge for the fiscal year beginning April 1, 1907, were as follows:—

For a few days before the River St. Lawrence was clear of ice, this dredge worked clearing out a sunken dredge hull, which interfered with the extension of the new ship yard coal wharf.

The *Lady Minto* left Sorel on May 2, and was taken down and laid out to work on Batiscan traverse, widening and deepening, where she had left off in 1906, the material consisting of hard clay and stones.

She finished her cut on June 15, and was then laid out for work on Cap Charles channel to widen and deepen, the material being very hard to dredge, consisting of shale rock and stones.

This dredge continued working there until November 14, when she left for Pointe aux Trembles (*en haut*), stopping at Sorel on the way up for a couple of days to have her bow winch repaired, which had broken in lifting her bow anchors.

Dredge No. 4 left Sorel on November 18 for Pointe aux Trembles, where she was laid out on the channel to clean up some lumps found by testing, the material being clay and sand.

She worked there until November 28th, when she was taken to Sorel to go into winter quarters.

The working time of the *Lady Minto* was 179 days, the dredge being in actual operation 70 per cent of the full working time.

The number of cubic yards removed amounted to 363,600 at a total cost of $48,672.68 or 13^{38}⁄$_{100}$ cents per cubic yard.

Lafontaine (No. 5).—The hull of this dredge is of wood, the work of the Sorel ship yard, completed in 1901. Her buckets are made of cast steel for working in rock and other hard material.

During the winter of 1906-7, the dredge was given a good overhauling, and new breasting winches for using wires instead of chains were installed. These winches proved to be very satisfactory after a season's work.

The *Lafontaine* left Sorel for Cap à la Roche on May 6, 1907.

The dredge was anchored at Batiscan for a couple of days to have the new breasting winches well tried and put in good working order, and also to enable the crew to get trained to the use of these winches before the dredge was laid out for work.

The dredge was laid out on Cap à la Roche curve on May 8, the material being shale rock. She continued working there until November 14, when she was taken up to start deepening Varennes channel to 34 feet at E.L.W. of 1897.

The *Lafontaine* was delayed on her way up by stormy weather, and was laid out to work at Varennes on November 18, the material being soft clay.

This dredge worked there until November 27, when her buckets came off the frame, and in doing so broke one of the side rods.

By November 30, after much difficulty, her frame and buckets were successfully raised, and she was taken down to Sorel to go into winter quarters.

The working time of the *Lafontaine* was 170 days, the dredge being in actual operation 64 per cent of the full working time.

The total number of cubic yards removed amounted to 239,000, at a total cost of $51,762.59 or 21^{65}⁄$_{100}$ cents per cubic yard.

Baldwin (No. 6).—This is the newest of the elevator dredge fleet, the hull is of wood, constructed at the Sorel ship yard in 1902. She has large built up buckets for working in soft material, but had sufficient teeth added to enable the dredge to work in hard-pan, &c.

This dredge was laid out on Isle au Raisin channel on May 1, 1907, deepening

and widening, the material being clay. She finished her cut on June 3, and was then taken down to Cap Levrant and laid out to work at widening and deepening the curve, the material being clay and stones.

The *Baldwin* continued working there until October 22, when she was taken up and laid out to clean up some lumps found by testing on Champlain channel, and worked there until November 21. She was then taken up to Sorel to go into winter quarters.

Before she was laid up, this dredge worked for a few days deepening in front of the new ship yard coal dock.

The number of days during which this dredge was in operation was 174, and the percentage of time at actual work, 70.

The total number of cubic yards removed amounted to 583,000, at a total cost of $49,496.40 or 8$^{49}/_{100}$ cents per cubic yard.

J. Israel Tarte (*No.* 7).—The hull of this dredge is of steel, of the same type and general design as the steel hulls of the elevator dredges.

She was constructed in 1902 by the Polson Iron Works Company, of Toronto, Canada.

During the winter of 1906-7, her boilers were thoroughly repaired and the dredge given an overhauling generally.

The dredge left Sorel to begin her season's work on May 9, 1907, and was laid out at the foot of White Buoy curve, Lake St. Peter, to start widening, to make an anchorage basin of over a mile in length, having a maximum width of 800 feet, the material being soft clay.

After she had finished the anchorage basin, the *Tarte* continued to widen and deepen the channel between White Buoy anchorage basin and Curve No. 2.

During the week ending August 10, this dredge made a remarkable showing by stopping work for only four out of a possible 132 working hours. From midnight Sunday, to 4 a.m. Monday, the dredge did not work on account of repairs to her boilers. She then worked without a stop until noon the following Saturday, removing 175,000 cubic yards during that time.

During the season the dredge lost time through wind, especially during the latter months, but notwithstanding this she broke all previous records.

The *Tarte* was taken to Sorel to go into winter quarters on November 23.

In the 165 days, the dredge was in actual operation 68 per cent of the full working time.

The total number of cubic yards amounted to 2,795,625, at a total cost of $124,797.29 or 4$^{46}/_{100}$ cents per cubic yard.

The total number of cubic yards removed by the dredging fleet between Montreal and Quebec during the fiscal year ending March 31, 1908, amounted to 4,478,375, at a total cost of $408.635.54 or 9$^{13}/_{100}$ cents per cubic yard.

Suction dredge *Galveston* (No. 9).—The dredging operations below Quebec are under the special supervision of Mr. Albert Beauchemin, local superintendent.

At the commencement of the fiscal year April 1, 1907, the *Galveston* was still at St. John, N.B., where she had been laid up for the winter.

On April 22, work was started to get the dredge ready for the sea. She took on a load of lumber to make her more steady for the trip to Quebec, and left St. John, N. B. on April 27.

The *Galveston* stopped at Halifax on April 29, and left again next day. On May 2, she anchored at Port Mulgrave on account of large quantities of ice in the Gut of Canso.

On May 3, the dredge proceeded to Port Hawkesbury, and to Port Hastings on May 6, waiting there until the Gut of Canso was clear of ice. On May 21, she went back to Port Hawkesbury, and the Gut being clear of ice, orders were received to be ready to leave.

Leaving Port Hawkesbury on May 23, she reached Quebec on May 27, and left again on May 28, arriving at Sorel on the same day.

After unloading her cargo of lumber, the dredge was taken to Montreal on June 5, to go into dry dock to have one of her turbines repaired and also to have her hull well scraped and painted. She came out of dock on June 13, and left for Sorel on the following day to be put in good order for her season's work.

The *Galveston* left Sorel to start work at Beaujeu channel on June 19. On arrival at Quebec the same day she went into the inner basin and took coal. She left for Beaujeu channel, Crane Island, on June 21, on which day operations were commenced.

During the season the dredge was beached several times to have repairs made.

On July 25, she had to be put into dry dock at Lévis, and came out again on July 31, when she immediately returned to Beaujeu channel.

On October 21 orders were received from the department to send the *Galveston* to St. Michel de Bellechasse to do some cleaning up opposite the wharf. This work was completed on October 23, and the dredge went back and resumed work on the Beaujeu channel until November 13, when orders were received to stop work and go up to Sorel for the winter.

The dredge was beached at St. Michel for repairs, and left for Sorel on November 15, where she arrived on the following day.

Before being laid up for the winter, the *Galveston* had her connections for discharging on shore put on, and worked for several days filling in the new shipyard coal dock .

During the season the *Galveston* worked 122 days, and made 242 loads amounting to 353,500 cubic yards, the material being sand, some soft blue clay and stones, at a total cost of $56,937.18 or 16 19/100 cents per cubic yard.

The total number of cubic yards removed by the whole of the dredging fleet amounted to 4,831,875, at a total cost of $478,209.66 or 9 89/100 cent per cubic yard.

Progress of dredging operations at the date of writing, the close of the season, 1907.

Locality.	Distance English miles.	Total length requiring dredging.	Length dredged in 1907.	Total length of 30 foot channel dredged.	Length yet to be dredged.
		Miles.	Miles.	Miles.	Miles.
Division 1:— Montreal to Sorel	45	22·90		22·90	All completed.
Division 2:— Sorel to Batiscan	36	12·45	0·25	12·45	All completed.
Division 3:— Lake St. Peter	20	18·00	2·70	*9·60 †8·40	All deepened. 9·60 to be widened.
Division 4:— Batiscan to Quebec	59	10·00	1·55	4·45	5·55
Division 5:— Quebec to The Traverse	60	6·65	0·75	0·75	5·90
Total	220	70·00	5·25	58·55	11·45

*Not widened. †Widened.

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Progress of the dredging operations at the date of writing, the close of the season, 1907

Locality.	Length of Dredging.		Cubic yards yet required to be done.
	Required.	Done.	
	Miles.	Miles.	
Division 1:—			
Longueuil Shoal		1·10	
Longue Pointe to Pointe aux Trembles (E.H.)		5·05	
Ile Ste. Thérèse		0·40	
Varennes to Cap St. Michel		3·00	
Cap St. Michel to Verchères		4·50	
Verchères Traverse		1·10	
Verchères to Contrecœur		1·70	
Contrecœur Channel		6·05	
Total		22·90	
Division 2:—			
Sorel to Ile de Grace		4·40	
Stone Island		1·10	
Ile aux Raisins		0·25	
Lake St. Peter (see Div. 3)			
Port St. Francis		0·50	
Three Rivers		0·50	
Cap Madeleine to Becancour		1·55	
Becancour to Champlain		2·25	
Champlain to Pointe Citrouille		1·30	
Batture Perrou		0 60	
Total		12·45	
Division 3:—			
Lake St. Peter		*9·60 †8·40	6,500,000
Total		18·00	6,500,000
Division 4:—			
Batiscan to Cap Levrard	0·40	2·60	100,000
Cap à la Roche Channel	1·40	0·60	700,000
Pouiller Rayer	1·00	0·20	275,000
Cap Charles	0·75	0·15	410,000
Grondines	0·80		200,000
Lotbinière		0·40	
Cap Santé		0·20	
Ste. Croix	0·60	0·30	150,000
St. Augustin	0·60		150,000
Total	5·55	4·45	1,985,000
Division 5:—			
Quebec to the Traverse	5·90	0·75	4,550,000
Total	5·90	0·75	4,550,000
Totals	11·45	58·55	13,035,000
Cubic yards yet to be done			13,035,000
Cubic yards done			55,870,555
Total			68,905,555

*Not widened. †Widened.

Classification of Disbursements for Fiscal Year ended March 31, 1908.

Vessels.	Fuel.	Wages.	Board.	Stores and material.	Repairs and labour.	Expenditure: new plant, rebuilding shipyard, &c.	Proportion of general and office expenses, &c.	Expenditure for each vessel.	Stone-lifter service, elevator dredges.	Tug service.	Inspection towing, sweeping, &c.	Total cost of operations of each dredge and plant during Fiscal Year.	Total expenditure on different appropriations.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
Dredge *Laval* (No. 1)	3,078 97	7,478 54	2,649 61	2,355 31	6,686 79	.....	1,345 06	23,594 28	908 90	8,126 67	4,671 24	37,301 09	
Tug *Portneuf*	1,189 80	3,673 80	1,390 12	530 75	878 92	.....	463 28	8,126 67	.....	.....	.....	.....	
Dredge *Laurier* (No. 2)	6,016 53	7,438 13	2,712 86	4,317 46	9,048 02	.....	1,785 40	31,318 40	908 91	10,817 42	4,671 24	47,715 97	
Tug *Cartier*	2,623 13	4,018 46	1,623 20	794 10	1,141 85	.....	616 68	10,817 42	.....	.....	.....	.....	
Dredge *Lady Aberdeen* (No. 3)	5,817 64	7,184 59	2,587 20	4,017 50	11,414 55	.....	1,875 43	32,896 91	908 90	10,412 47	4,671 24	48,889 52	
Tug *Emilia*	2,124 86	3,702 59	1,430 47	860 50	1,700 45	.....	593 60	10,412 47	.....	.....	.....	.....	
Dredge *Lady Minto* (No. 4)	6,434 72	7,479 41	2,729 47	2,707 65	11,624 97	.....	1,872 65	32,848 87	908 91	10,243 66	4,671 24	48,672 68	
Tug *Champlain*	2,312 07	3,895 07	1,510 65	887 15	1,054 75	.....	583 97	10,243 66	.....	.....	.....	.....	
Dredge *Lafontaine* (No. 5)	9,637 66	7,824 45	2,441 21	3,015 85	8,460 08	.....	1,897 12	33,276 40	908 90	12,906 05	4,671 24	51,762 59	
Tug *Lac St. Pierre*	3,268 60	4,031 83	1,631 73	908 99	2,329 13	.....	735 77	12,906 05	.....	.....	.....	.....	
Dredge *Baldwin* (No. 6)	7,392 95	7,203 51	2,598 47	2,899 29	10,016 62	.....	1,820 34	31,931 18	908 91	11,985 07	4,671 24	49,496 40	
Tug *St. Jean Iberville*	3,001 28	3,966 47	1,598 85	972 89	1,762 34	.....	683 24	11,985 07	.....	.....	.....	.....	
Dredge *J. Israel Tarte* (No. 7)	41,751 67	13,696 61	4,525 94	14,245 61	19,417 63	.....	5,660 89	99,298 35	.....	16,156 44	9,342 50	124,797 29	
Tug *Montcalm*	2,048 08	3,984 61	1,594 54	623 55	1,070 70	.....	563 53	9,885 01	.....	.....	.....	.....	
" *Carmelia*	1,137 15	2,218 73	747 80	500 74	1,309 49	.....	357 52	6,271 43	.....	.....	.....	.....	
Dredge *Beaujeu* (No. 8)	791 29	5,455 24	1,625 59	862 12	3,182 29	.....	720 41	12,636 94	.....	.....	.....	12,636 94	
" *Galveston* (No. 9)	5,295 87	9,567 98	3,004 44	3,659 81	15,033 93	.....	2,210 33	38,772 36	.....	13,493 58	4,671 24	56,937 18	
Tug *Jas. Howden*	2,452 16	4,792 16	2,186 27	1,882 38	1,407 59	.....	773 02	13,493 58	.....	.....	.....	.....	
													478,209 66
Tug *Jessie Hume* (Divided ⅓ to each elevator dredge. Add ⅔ to hydraulic dredge No. 7.)	1,878 76	2,400 39	835 59	674 89	1,800 68	.....	458 87	8,049 18	.....	.....	.....	.....	
Str. *Frontenac* (Divided ⅓ to each elevator dredge. Add ⅔ to hydraulic dredge No. 7.)	3,109 84	5,940 50	3,370 46	1,908 53	3,809 80	.....	1,096 59	19,235 72	.....	.....	.....	.....	
Str. *De Lévis* (Divided ⅓ to each elevator dredge. Add ⅓ to hydraulic dredge No. 9.)	2,708 16	4,489 58	1,912 01	2,330 08	2,475 27	.....	841 18	14,756 28	.....	.....	.....	.....	

Stone-lifter No. 2 } Divided equally between elevator dredges.	96 65	948 98	248 73	315 93	1,221 12	.....	171 17	3,002 58	.....	.....	.....	.....	
" No. 3 }	18 80	1,015 78	358 48	275 21	642 86	.....	139 72	2,450 85	.....	.....	.....	.....	
Str. *Lady Grey* (ice breaking and emergency tug)	11,750 73	13,623 68	5,121 01	6,510 19	4,935 13	.....	2,532 44	44,473 18	.....	.....	.....	.....	44,473 18
Construction for dredging fleet—													
Tug *Cartier*, boiler and hull	.....	.....	.....	.....	.....	2,323 29	.....	.....	.....	.....	.....	.....	
Tug *Champlain*, steering geer and windlass	.....	.....	.....	.....	.....	1,118 42	.....	.....	.....	.....	.....	.....	
Tug *Jas. Howden* steering geer and windlass	.....	.....	.....	.....	.....	1,366 14	.....	.....	.....	.....	.....	.....	
Tug *Jessie Hume*, boiler and windlass	.....	.....	.....	.....	.....	1,706 23	.....	.....	.....	.....	.....	.....	
Str. *Lady Grey*, improvements to vessel	.....	.....	.....	.....	.....	3,900 62	.....	.....	.....	.....	.....	.....	
Dredge No. 1, hull	.....	.....	.....	.....	.....	1,589 54	.....	.....	.....	.....	.....	.....	
Coal barge No. 2, crews quarters	.....	.....	.....	.....	.....	1,081 94	.....	.....	.....	.....	.....	.....	
Reconstruction dump scows Nos. 4, 5, 6 and 10	.....	.....	.....	.....	.....	9,740 73	.....	.....	.....	.....	.....	.....	
New stone-lifter No. 4, construction No. 20	.....	.....	.....	.....	.....	1,154 20	.....	.....	.....	.....	.....	.....	
2 lodging scows	.....	.....	.....	.....	.....	5,373 74	.....	.....	.....	.....	.....	.....	
Floating machine shop	.....	.....	.....	.....	.....	2,875 62	.....	.....	.....	.....	.....	.....	
11 c. y. dipper dredge, construction No. 24	.....	.....	.....	.....	.....	2,095 50	.....	.....	.....	.....	.....	.....	
1 flat scow	.....	.....	.....	.....	.....	75 34	.....	.....	.....	.....	.....	.....	
Elevator dredge, construction No. 26	.....	.....	.....	.....	.....	5 26	.....	.....	.....	.....	.....	.....	34,406 57
Improvements to shipyard—													
Boiler shop, new tools and machinery	.....	.....	.....	.....	.....	1,375 22	.....	.....	.....	.....	.....	.....	
Machine shop, new tools and machinery	.....	.....	.....	.....	.....	4,655 80	.....	.....	.....	.....	.....	.....	
Saw mill, new tools and machinery	.....	.....	.....	.....	.....	3,936 50	.....	.....	.....	.....	.....	.....	
Pipe and asbestos shop, new tools and machinery	.....	.....	.....	.....	.....	1,409 89	.....	.....	.....	5	.....	.....	
Carpenters' shop, new tools and machinery	.....	.....	.....	.....	.....	73 12	.....	.....	.....	.....	.....	.....	
Air and steam plant	.....	.....	.....	.....	.....	669 27	.....	.....	.....	.....	.....	.....	
Telephone installation in shops	.....	.....	.....	.....	.....	1,020 41	.....	.....	.....	.....	.....	.....	
Slipway, winch and diving outfit	.....	.....	.....	.....	.....	5,144 25	.....	.....	.....	.....	.....	.....	

CLASSIFICATION of Disbursements for Fiscal Year ended March 31, 1908—*Concluded.*

Vessels.	Fuel.	Wages.	Board.	Stores and material.	Repairs and labour.	Expenditure: new plant, Rebuilding shipyard, &c.	Proportion of general and office expenses, &c.	Expenditure for each vessel.	Stone-lifter service, Elevator dredges,	Tug service.	Inspection towing, sweeping, &c.	Total cost of operations of each dredge and plant during Fiscal Year.	Total expenditure on different appropriations.
Improvements to Shipyard—*Con.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Spare floats and scow						2,301 58							
Shipyard, railways						673 99							
Alterations to offices						2,802 64							
Store shed No. 5						908 28							
Wharf No. 4						22,873 45							
Building No. 18 (mould loft and paint shop)						15,347 91							
Building No. 19, patterns						5,977 63							69,169 94
Stores and materials													31,290 09
	125,937 37	136,031 09	50,434 73	58,056 48	122,424 96	103,576 51	29,798 21	522,682 84	5,453 43	94,141 36	42,041 18	478,209 66	657,549 44

Details of Dredging, Locality and Cost per Cubic Yard for Fiscal Year ended March 31, 1908.

Dredges.	Total cost of operations of each dredge and plant during Fiscal Year.	Number of days in operation each dredge.	Cost per day, operations of dredges and plant.	Days working each locality.	Cost of work, each locality.	Total cost of operations of each dredge	Number of cubic yards dredged in each locality.	Total cubic yards for each dredge.	Cost per cubic yard, each locality.	Average cost per cubic yard for each dredge.	Kind of material dredged.	Locality of dredging.
	$ cts.		$ cts.		$ cts.	$ cts.			Cts.	Cts.		
Laval (No. 1)	37,301 09	179	208 39	63	13,128 33		141,000		9·31		Hard clay and stone	Batiscan Traverse.
				116	24,172 76		49,800		48·54		Hard-pan and shale rock	Montreal Harbour.
						37,301 09		190,800		19·55		
Laurier (No 2)	47,715 97	163	292 73	148	43,324 90		163,150		26·55		Shale rock	Cap à la Roche Curve.
				15	4,391 07		9,800		44·80		Clay and sand	Pte. aux Trembles Channel.
						47,715 97		172,950		27·58		
Lady Aberdeen (No. 3)	48,889 52	161	303 66	37	37,654 05		42,600		26·37		Clay and stones	Batiscan Channel.
				124	11,235 47		90,800		41·47		Shale rock, stones, some sand.	Cap Charles Curve.
						48,889 52		133,400		36·65		
Lady Minto (No. 4)	48,672 68	179	271 91	38	10,332 73		120,650		8·56		Hard clay and stones	Batiscan Traverse.
				128	34,805 06		226,050		15·39		Shale rock and stones	Cap Charles Channel.
				13	3,534 89		16,900		20·91		Clay and sand	Pte. aux Trembles Channel.
						48,672 68		363,600		13·38		
Lafontaine (No. 5)	51,762 59	170	304 48	158	48,108 76		213,500		22·53		Shale rock	Cap à la Roche Curve,
				12	3,653 83		25,500		14·33		Blue clay	Varennes Channel.
						51,762 59		239,000		21·65		
Baldwin (No. 6)	49,496 40	174	284 46	28	7,964 94		152,700		5·21		Clay	Ile au Raisin Channel.
				120	34,135 45		364,500		9·36		Clay and stones	Cap Levrard Curve.
				26	7,396 01		65,800		11·24		Sand	Champlain Channel.
						49,496 40		583,000		8·49		
J. Israel Tarte (No. 7)	124,797 29	165	756 35	165	124,797 29		2,795,625		4·46		Soft blue clay	Lake St. Peter
						124,797 29		2,795,625		4·46		
Galveston (No. 9)	56,937 18	122	466 69	122	56,937 18		353,500		16·10		Sand, some soft blue clay and stones.	Beaujeu Channel.
						56,937 18		353,500		16·10		
	465,572 72	1,313	....	1,313	465,572 72	465,572 72	4,831,875	4,831,875				

RIVER ST. LAWRENCE SHIP CHANNEL.

ABSTRACT of work of Dredging Fleet during the Fiscal Year ended March 31, 1908.

Dredge.	Locality of dredging.	Time of service.	Nominal working time, 24 hours per day.	Hours actual dredging.	Number of scows filled.	Number of cubic yards dredged (scow measurement.)	Depth of dredging at low water.		Width in feet.	Character of soil.	Remarks.
		Days.	Hours.				Ft.	In.			
Laval (No. 1).....	Batiscan Traverse....	63	1,380	1,015½	940	141,000	30	0	450	Hard clay and stones....	Capt. R. Matte.
	Montreal Harbour...	116	2,556	1,527¼	332	49,800	30	0	.....	Hard pan and shale rock.	
		179	3,936	2,542¾	1,272	190,800					
Laurier (No. 2).....	Cap à la Roche Curve	148	3,120	2,014	1,087	163,150	30	0	450 to 550	Shale rock.....	Capt. C. Gendron.
	Pte. aux Trembles Channel (en haut)..	15	336	169½	49	9,800	30	0	450	Clay and sand.....	Cleaning up.
		163	3,456	2,183½	1,136	172,950					
Lady Aberdeen (No. 3).	Batiscan Channel....	37	816	512¼	213	42,600	30	0	450	Clay and stones.....	Capt. O. Gauchor.
	Cap Charles Curve...	124	2,724	1,657¼	454	90,800	30	0	450 to 600	Shale rock and stones (some sand).....	
		161	3,540	2,169½	667	133,400					
Lady Minto (No. 4)...	Batiscan Traverse....	38	840	629	603¼	120,650	30	0	450	Hard clay and stones....	Capt. B. Ladebauche.
	Cap Charles Channel.	128	2,808	1,959¾	1,130¼	226,050	30	0	450	Shale rock and stones....	
	Pte. aux Trembles Channel (en haut)..	13	288	148½	84½	16,900	30	0	450	Clay and sand.....	Cleaning up.
		179	3,936	2,737¼	1,818	363,600					
Lafontaine (No. 5).....	Cap à la Roche Curve	158	3,456	2,263½	854	213,500	30	0	450 to 550	Shale rock.....	Capt. A. Marcotte.
	Varennes Channel ...	12	264	124	85	25,500	34	0	450	Blue clay.....	
		170	3,720	2,387½	939	239,000					

Baldwin (No. 6). . ..	Ile au Raisin Channel	28	612	363¼	509	152,700	30	0	450	Clay.....	Capt. Louis Danphinais.
	Cap Levrard Curve...	120	2,640	1,930½	1,215	364,500	30	0	450 to 600	Clay and stones.....	
	Champlain Channel..	26	576	396¾	329	65,800	30	0	450	Sand	Cleaning up.
		174	3,828	2,690½	2,053	583,000					
J. Israel Tarte (No. 7)	Lake St. Peter.....	165	3,642	2,460½	.....	2,795,625	30	0	450 to 800	Soft blue clay.....	Capt. J. S. Michaud.
Galveston (No. 9).....	Beaujeu Channel	122	Daylight to dark.	.....	.....	353,500	30	0	1,000	Sand, some soft blue clay and stones..... ..	Capt. Z. Caron.
		...	....	.....	.....	.....	4,831,875				

DREDGING PLANT.

The following is a description of the dredging plant in November, 1907, owned and operated by the Department of Marine and Fisheries in connection with the river St. Lawrence ship channel :—

DREDGES.

The Elevator Dredge 'Laval' (No. 1), wooden hull.

Length over all, 150 feet.
Breadth of beam, 30 feet.
Depth of hold, 14 feet.
Average draught, 11 feet.
Greatest working depth, 42 feet.
Hull built in Ottawa in 1894.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Laurier' (No. 2), wooden hull.

Length over all, 168 feet.
Breadth of beam, 32 feet.
Depth of hold, 14 feet.
Average draught, 10 feet.
Greatest working depth, 45 feet.
Built at Sorel shipyard in 1897.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Lady Aberdeen' (No. 3), steel hull.

Length over all, 148 feet.
Breadth of beam, 32 feet.
Depth of hold, 13 feet.
Average draught, 8·5 feet.
Greatest working depth, 42·5 feet.
Built at Sorel shipyard in 1900.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Lady Minto' (No. 4), steel hull.

Length over all, 148 feet.
Breadth of beam, 32 feet.
Depth of hold, 13 feet.
Average draught, 8·5 feet.
Greatest working depth, 42·5 feet.
Built at Sorel shipyard in 1900.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Lafontaine' (No. 5), wooden hull.

Length over all, 168 feet.
Breadth of beam, 32 feet.
Depth of hold, 14 feet.
Average draught, 9 feet.
Greatest working depth, 45 feet.
Built at Sorel shipyard in 1901.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Baldwin' (No. 6), wooden hull.

Length over all, 165 feet.
Breadth of beam, 34 feet.
Depth of hold, 14 feet.
Average draught, 8 feet.
Greatest working depth, 42·5 feet.
Built at Sorel shipyard in 1902.
1 cubic yard buckets strengthened for fairly hard material.
Working capacity per day in medium material, 2,500 to 3,500 cubic yards.

The Hydraulic Dredge 'J. Israel Tarte' (No. 7), steel hull.

Length over all, 160 feet.
Breadth of beam, 42 feet.
Depth of hold, 12·5 feet.
Average draught, 6 feet.
Length of suction frame, 80 feet.
Greatest working depth, 50 feet.
Built at the Polson Iron Works, Toronto, in 1902.
Working capacity per day in soft material, 12,000 to 20,000 cubic yards.

Discharge Pipe and Pontoons of Dredge 'J. Israel Tarte' (No. 7).

23 lengths of pipe, 36 ins. diameter by 100 feet long.
1 length of pipe, 36 ins. diameter by 35 feet long.
23 pairs of pontoons for floating pipes, 42 ins. diameter by 90 feet long.

Winch Scow 'No. 3' for Dredge 'J. Israel Tarte' (wooden hull).

Length over all, 60 feet.
Breadth of beam, 18 feet.
Depth of hold, 6 feet.
Built at Sorel shipyard in 1902.

Winch Scow (wooden hull) for Dredge 'J. Israel Tarte' (with steam boiler and steam winch).

Length over all, 75 feet.
Breadth of beam, 25 feet.
Depth of beam, 5·5 feet.
Built at Sorel shipyard in 1902.

The Suction Hopper Dredge 'Galveston' (No. 9), steel hull, twin screw.

Length over all, 233 feet.
Breadth of beam, 39 feet.
Depth of hold, 15 feet 5 inches.
Draught when loaded with 1,800 tons, 14 feet 9 ins. aft, 13 feet 1 in. forward.
Greatest working depth, 55 feet.
Two suction pumps of Dutch type, 8 feet 6 ins. outside diameter.
Built in 1904.
Working capacity, 1,350 cubic yards in 45 minutes.
Hopper capacity, 1,400 cubic yards.

Sea-going Suction Hopper Dredge 'Beaujeu' (No. 8), steel hull, twin screw.

Length between perpendiculars, 264 feet.
Breadth of beam, 45 feet.
Depth of hull, 20 feet.
Capacity of hoppers, 2,000 cubic yards.
Working capacity, 2,000 cubic yards in 45 minutes.
Greatest working depth 65 feet.
Draught when loaded 15 feet.
Ordinary speed, 9 statute miles.
Built at Sorel shipyard in 1907.

TUGS.

The Ice-breaking and Sweeping Tug 'Lady Grey' (steel hull, twin screw).

Length between perpendiculars, 172 feet.
Length over all, 183 feet 6 inches.
Breadth moulded, 32 feet.
Breadth extreme, 32 feet 3 inches.
Depth moulded, 18 feet.
Draft mean to bottom of flat plate keel (normal) 12 feet.
Draft mean when ice-breaking, about 13 feet.
Displacement in tons at 12 foot draft, 1,070.
Mean speed at 12 foot draft on 6 runs over measured mile base, 14 knots.
Built by Vickers Sons & Maxim, Limited, Barrow-in-Furness, in 1906.

The Tug 'Frontenac' (composite hull).

Length over all, 113 feet.
Breadth of beam, 23 feet.
Depth of hold, 10 feet.
Average draught, 9 feet.
Built at Sorel shipyard in 1901.

The Tug 'De Levis' (wooden hull).

Length over all, 104 feet.
Breadth of beam, 20 feet.
Depth of hold, 10 feet.
Average draught, 8 feet.
Built at Sorel shipyard in 1902.

The Tug 'James Howden' (wooden hull).

Length over all, 100 feet.
Breadth of beam, 21 feet.
Depth of hold, 10 feet.
Average draft, 7·5 feet.
Built at Sorel shipyard in 1903.

The Tug 'St. Jean Iberville (steel hull).

Length over all, 90 feet.
Breadth of beam, 18 feet.
Depth of hold, 12 feet.
Average draught, 10 feet.
Built at Sorel shipyard in 1897.

The Tug 'Lac St. Pierre' (wooden hull).

Length over all, 100 feet.
Breadth of beam, 21 feet.
Depth of hold, 10 feet
Average draught, 7·6 feet.
Build at Sorel shipyard in 1901.

The Tug 'Portneuf' (wooden hull).

Length over all, 84 feet.
Breadth of beam, 17 feet.
Depth of hold, 9 feet.
Average draught, 8 feet.
Built in 1875.

The Tug 'Cartier' (wooden hull).

Length over all, 84 feet.
Breadth of beam, 18 feet.
Depth of hold, 9·5 feet.
Average draught, 8 feet.
Built at Sorel Shipyard in 1893.

The Tug 'Emilia' (wooden hull).

Length over all, 84 feet.
Breadth of beam, 17 feet.
Depth of hold, 9 feet.
Average draught, 8 feet.
Built at Sorel Shipyard in 1898.

The Tug 'Champlain' (wooden hull).

Length over all, 84 feet.
Breadth of beam, 17 feet.
Depth of hold, 9 feet.
Average draught, 8 feet.
Built at Sorel Shipyard in 1901.

The Tug 'Jessie Hume' (wooden hull).

Length over all, 72 feet.
Breadth of beam, 17·3 feet.
Depth of hold, 10 feet.
Average draught, 8·5 feet.
Built in Buffalo in 1878.

The Tug 'Montcalm' (wooden hull).

Length over all, 80 feet.
Breadth of beam, 23 feet.
Depth of hold, 8 feet.
Average draught, 7 feet.
Built at Sorel Shipyard in 1903.

The Tug 'Carmelia' (wooden hull).

Length over all, 84 feet.
Breadth of beam, 17 feet.
Depth of hold, 9 feet.
Average draught, 8 feet.
Purchased in 1903.

COAL BARGES.

The Coal Barge 'No. 1' (wooden hull).

Length over all, 120 feet.
Breadth of beam, 24 feet.
Depth of hold, 10 feet.
Built at Sorel Shipyard in 1898.

The Coal Barge 'No. 2' (wooden hull).

Length over all, 125 feet.
Breadth of beam, 25 feet.
Depth of hold, 11 feet.
Built at Sorel Shipyard in 1900.

The Coal Barge 'No. 3' (wooden hull).

Length over all, 98 feet.
Breadth of beam, 28 feet.
Depth of hold, 12 feet.
Built at Sorel Shipyard in 1902.

The Coal Barge 'No. 4' (wooden hull).

Length over all, 98 feet.
Breadth of beam, 28 feet.
Depth of hold, 12 feet.
Built at Sorel Shipyard in 1903.

Stone-Lifter 'No. 2' (wooden hull).

Length over all, 80 feet.
Breadth of beam, 25 feet.
Depth of hold, 9·8 feet.
Rebuilt at Sorel Shipyard in 1897.

Stone-lifter 'No. 3' (wooden hull).

Length over all, 108 feet.
Breadth of beam, 34 feet.
Depth of hold, 14 feet.
Built at Sorel Shipyard in 1903.

Sounding Scow (wooden hull).

Length over all, 60 feet.
Breadth of beam, 25 feet.
Depth of hold, 6 feet.
Built at Sorel Shipyard in 1898.

Three Lodging Scows (wooden hulls).

Rebuilt from old dump scows and fitted out as lodging scows for crews of dredges and tugs of Ship Channel Fleet, at Sorel Shipyard in 1899, 1901, and 1903.

Two Hopper Scows (wooden hulls) with hydraulic power for closing gates.

Length over all, 97 feet.
Breadth of beam, 24·5 feet.
Depth of hold, 9 feet.
Capacity, 200 cubic yards.
Built at Sorel Shipyard in 1897.

Two Hopper Scows (wooden hulls) with hydraulic power for closing gates.

Length over all, 90 feet.
Breadth of beam, 18 feet.
Depth of hold, 7 feet.
Capacity, 150 cubic yards.
Built at Sorel Shipyard in 1898.

Four Hopper Scows (wooden hulls) with hydraulic power for closing gates.

Length over all, 97 feet.
Breadth of beam, 24 feet.
Depth of hold, 9 feet.
Capacity, 200 cubic yards.
Built at Sorel Shipyard in 1899 and 1901.

Five Hopper Scows (wooden hulls) with hydraulic power for closing gates.

Length over all, 98 feet.
Breadth of beam, 24 feet.
Depth of hold, 9·5 feet.
Capacity, 300 cubic yards.
Built at Sorel Shipyard, 2 in 1901, 3 in 1902.

Two Hopper Scows (wooden hulls) with hydraulic power for closing gates.

Length over all, 97 feet.
Breadth of beam, 24·5 feet.
Depth of hold, 9 feet.
Capacity, 300 cubic yards.
Built at Sorel Shipyard in 1903.

Two Small Flat Scows (wooden hulls) used at the Sorel Shipyard.

20 feet by 40 feet.
One of these with a derrick of 5 tons lifting capacity.

APPENDIX No. 4.

GENERAL SUMMARY of Expenditure for the Twelve Months to March 31, 1908.

Ocean and River Service—		
Dominion steamers and icebreakers	$ 669,428 59	
Examination of masters and mates	11,508 31	
Reward for saving life	31,642 41	
Investigation into wrecks	6,543 08	
Schools of navigation	7,378 01	
Registration of shipping	1,982 70	
Removal of obstructions	26,009 59	
Tidal service	30,977 40	
Winter mail service	11,019 79	
Cattle inspection	3,503 90	
Wrecking plants	30,000 00	
Unforeseen expenses	1,301 61	
Naval militia	9,078 17	
Patrolling waters in northern portion of Canada	34,706 39	
New icebreaking steamer	5,974 61	
		$ 881,054 56
Public Works—Chargeable to Capital—		
Ship channel	$ 761,916 84	
Permanent piers in Lake St. Peter, &c.	116,063 87	
Dredging Cap à la Roche	75,000 00	
Dredge *Beaujeu*	100,000 00	
Spur line Sorel shipyard	8,815 05	
Montreal and Quebec signal service	12,232 15	
		1,074 027 91
Lighthouse and Coast Service—		
Agencies, rents and contingencies	$ 29,359 26	
Salaries and allowances to lightkeepers	285,050 14	
Maintenance and repairs to lighthouses	689,319 86	
Parry Sound buoy depot	41,983 93	
Construction of lighthouses, &c.	715,572 91	
" apparatus	801,636 83	
Wireless stations	114,986 60	
Signal service	9,350 28	
Administration of pilotage	31,087 22	
Maintenance and repairs to wharfs, &c.	1,456 86	
Maintenance and upkeep of dockyards	30,656 22	
Breaking ice, Lake Superior, &c.	37,053 32	
Salaries of temporary clerks, &c.	16,728 99	
Telephonic reporting stations below Montreal	7,820 68	
Services of expert accountants	13,066 34	
Charter of steamer at Lime Kiln Crossing	6,650 00	
Keeping lights on *Castle* and *Armenia*	3,680 00	
		2,835,459 44
Carried forward		4,790,541 91

Brought forward		$4,790,541 91
Scientific Institutions and Hydrographic Surveys.		
Meteorological service	$ 122,572 86	
Magnetic observatory	2,919 20	
Montreal observatory	500 00	
Kingston observatory	500 00	
Hydrographic surveys	115,631 31	
On account new hydrographic steamer for British Columbia	107,250 00	
		349,373 37
Marine hospitals	$ 59,957 92	
Shipwrecked and distressed seamen	342 25	
Marine hospital at Yarmouth, N.S.	7,285 00	
		67,585 17
Steamboat inspection		42,210 43
Fisheries		800,081 73
Civil government salaries, Marine and Fisheries	103,916 53	
Contingencies of Marine and Fisheries	21,146 77	
		125,063 30
Total expenditure Marine and Fisheries		6,174,855 91

APPENDIX No. 5.

REVENUE.

STATEMENT of Sick Mariners' Dues collected for the Fiscal Year ended March 31, 1908.

Province of Quebec.

Gaspe	124 48
Montreal	6,332 00
Paspebiac	208 72
Perce	50 16
Quebec	6,819 34
Rimouski	181 54
St. Armand	25 84
St. Johns	1,696 54
Three Rivers	414 12
Total	15,852 74

Province of New Brunswick.

Bathurst	234 60
Campbellton	340 18
Chatham	555 05
Dalhousie	705 42
Moncton	623 64
Newcastle	534 68
Sackville	111 96
St. John	8,802 80
St. Stephen	145 88
Total	12,054 21

Province of Nova Scotia.

Amherst	517 80
Annapolis	139 64
Antigonish	0 54
Arichat	28 30
Baddeck	101 12
Barrington	28 02
Canso	144 22
Digby	209 58
Glace Bay	4 04
Halifax	12,156 98
Kentville	32 54
Liverpool	114 78
Lockeport	12 44
Lunenburg	712 66
North Sydney	1,659 18
Parrsboro	997 26
Pictou	287 74
Port Hawkesbury	194 28

Province of Nova Scotia—Continued.

Port Hood	42 10
Shelburne	81 70
Sydney	3,240 46
Weymouth	326 30
Windsor	1,039 10
Yarmouth	533 90
Total	22,568 68

Province of British Columbia.

Nanaimo	8,957 28
New Westminster	72 76
Prince Rupert	64 38
Vancouver	1,644 14
Victoria	8,124 92
Total	$18,863 48

Province of Prince Edward Island.

Charlottetown	324 16
Summerside	79 08
Total	403 24
Grand total	69,742 35

STATEMENT of Receipts from the Lighthouses and Coast Service of Canada for the Fiscal Year ended March 31, 1908.

The Collector of Customs, Halifax, N.S.—Signal station dues	$772 00
Total	$772 00

STATEMENT of Steamboat Inspection Dues collected for the Fiscal Year ended March 31, 1908.

Province of Ontario.

Name of port.	Amount.
Sault Ste.Marie	$45 68
Total	$45 68

Province of Quebec.

Montreal	$277 76
Quebec	63 76
Total	$341 52

Province of Nova Scotia.

Halifax	$1,156 00
Kentville	419 12
North Sydney	92 40
Total	$1,667 52

Province of British Columbia

Nome of port.	Amount.
Vancouver	$261 20
Victoria	515 28
Total	$776 48

Yukon Territory.

Dawson	$506 16
Total	$506 16
Grand total	$3,337 36

STATEMENT of Fisheries Revenue paid to the credit of the Receiver General of Canada for the Fiscal Year ended March 31, 1908.

Provinces.	Amount.	Refunds.	Net Amount
	$ cts.	$ cts.	$ cts.
Ontario	480 25	22 25	458 00
Quebec	6,185 63		6,185 63
Nova Scotia	4,487 28	16 83	4,470 45
New Brunswick	11,561 20	20 00	11,541 20
Prince Edward Island	3,013 85		3,013 85
Manitoba	3,529 05	2 00	3,527 05
Northwest Territories	200 00		200 00
Saskatchewan	958 60	10 00	948 60
Alberta	2 50		2 50
British Colnmbia	49,537 55	800 00	48,737 55
Hudson Bay	360 00		360 00
Franklin District	398 15		398 15
Yukon	274 00		274 00
Total	80,988 06	871 08	80,116 98
Licenses to United States fishing vessels	10,574 00	4 50	10,569 50
Net total			90,686 48

STATEMENT of Revenue of Marine and Fisheries Department for the Fiscal Year ended March 31, 1908.

Service.	Amount.	Refunds.	Total.
	$ cts.	$ cts.	$ cts.
Harbours, piers and wharfs	18,362 82	542 16	17,820 66
Dominion steamers—			
Champlain	6,546 11	7 80	
Minto	16,012 04	333 75	
Stanley	16,027 70	33 41	38,210 89
Examination, masters and mates	4,306 05		4,306 05
Fines and forfeitures, Marine	485 80		
" " Fisheries	427 90	50 00	863 70
Steamboat inspection fund	3,337 36		3,337 36
" engineers' certificates	1,522 50		1,522 50
Sick mariners fund	69,742 35	377 90	69,364 45
Signal station	772 00		772 00
Decayed pilots' fund	3,696 25		3,696 25
Pilots licenses	30 00		30 00
Marine register fees	50 96		50 96
Casual revenue, sundries—			
Marine	18,232 93		
Fisheries	19,727 86	594 84	37,365 95
Pilots' Expense account	250 00		250 00
Total	179,530 63	1,939 86	177,590 77

MINOR PUBLIC WORKS—REVENUE.

Wharfs, Piers and Harbours.

(Collected by Department of Marine and Fisheries.)

Ontario.

Name of wharfs.	Amount.
Barry's Bay	$ 183 99
Blind River	740 53
Bronte	70 37
Bruce Mines	147 04
Burk's Falls	13 75
Cockburn Island	7 33
Echo Bay	178 65
Goderich	387 20
Haileybury	414 61
Hilton	269 38
Honora	22 94
Kingsville	79 21
L'Orignal	199 64
Leamington	142 92
North Bay	5 90
Midland	46 02
Oshawa	16 99
Pelee Island	385 16
Pembroke	96 18
Port Arthur (Harbour dues)	38 00
Port Findlay	95 53
Providence Bay	122 06
Richard's Landing	177 75
Rondeau	25 60
Rosseau	127 91
Sault Ste. Marie	491 58
Sheguiandah	130 47
Southampton	271 29
Summerstown	13 00
Thessalon	274 53
Wendover	76 40
Wiarton	0 65
Total	$5,252 58

Quebec.

Name of wharfs.	Amount.
Anse aux Gascons	$ 73 77
Anse St. Jean	74 69
Baie St. Paul (Cap aux Corbeaux)	72 04
Beauport	20 00
Berthier	102 86
Cap à l'Aigle	41 00
Carleton	16 03
Chicoutimi	331 44
Coteau au Lac	12 55
Coteau Landing	8 55
Desjardins	5 00
Grand River	182 29
Greece's Point	.....
Hudson	15 30
Isle aux Grues	1 20
Lacolle	21 56
Les Eboulements	62 00
L'Islet	2 62
Longueuil	28 09
Magog	43 67
Matane	234 49
Murray Bay	127 30
New Carlisle	62 23
Paspebiac	4 47
Perce	220 73
Peel Head	69 03
Port Daniel	61 43
Port Lewis	4 44
Rimouski	274 07
Riviere du Loup	373 19
St. Alphonse de Bagotville	127 74
St. Anicet	21 60
St. Johns (harbour dues)	264 00

Quebec—Concluded.

Name of wharfs.	Amount.
St. Jean d'Orléans	61 88
Ste. Cécile du Bic	66 97
St. Laurent d'Orléans	26 66
St. Nicholas	25 00
St. Thomas de Montmagny	9 34
St. Zotique	13 90
Sorel (harbour dues	109 50
Tadousac	81 59
Total	$3,354 22
Less refunds	542 16
Net total	2,812 06

Nova Scotia.

Babin's Cove	14 87
Barrington Passage	159 68
Battery Point	1 98
Bayfield	16 48
Bear Point	3 92
Belliveau's Cove	94 47
Black Point	18 56
Bridgewater (harbour dues)	83 00
Brookland	113 41
Brule	4 55
Canada Creek	2 35
Centreville	99 21
Chyuman's Brook	0 78
Church Point	33 94
Delap's Cove	3 04
D'Escousse (New)	77 66
Digby	2,624 89
Drum Head	14 55
Freeport	45 40
Granville Centre	41 54
Halifax ( )	155 00
Hall's Harbour	48 41
Hampton	11 71
Harbourville	26 32
Horton Landing	6 26
International Pier (harbour dues)	55 00
Isaac's Harbour	1 96
Jordan Bay	16 51
Louisbourg (harbour dues)	128 50
Margaretsville	99 57
Meteghan Cove	63 72
Meteghan River	16 06
Morden	8 64
Oak Point (Kingsport)	200 00
Ogilvie	20 05
Parrsboro	7 59
Parker's Cove	85 59
Picketts	75 55
Port Dufferin	28 38
Port Hawkesbury	328 21
Port George	57 38
Port La Tour	26 68
Port Lorne	52 52
Port Mouton	5 29
Port Morien	309 32
Port Wade	7 58
Saulnierville	74 57
Swim's Point	60 15
Shag Harbour	10 84
Tiverton	18 20
Victoria	3 25
West Pubnico	21 92
White Head	3 67
Wolfeville	30 40
Total	$5,518 90

MINOR PUBLIC WORKS—REVENUE—*Continued.*

WHARFS, Piers and Harbours—*Continued.*

New Brunswick.

Name of wharfs.	Amount.
Anderson's Hollow (Waterside)	161 11
Campbellton	1,190 66
Caraquet	10 42
Cape Tormentine	275 91
Cliffton	13 25
Cole's Point	23 82
Dalhousie	219 57
Hopewell Cape	26 69
Lamaque	9 18
Quaco (St. Martin's)	3 70
St. Andrew's (harbour dues)	9 00
Tracadie	51 66
Total	$1,994 97

Prince Edward Island.

Annandale	45 81
Bay View	3 87
Belfast	65 81
Chapel	18 49
China Point	34 65
Charlottetown	1,011 96
Crapaud	251 52
Georgetown	10 80
Haggertys	3 00
Hickeys	16 97
Higgin's Shore	5 23
Hurd's Point	58 63
Kier's Shore	98 42
Murray Harbour North	1 88
North Cardigan	31 69

Prince Edward Island—Concluded.

Names of wharfs.	Amount.
Pownal	25 59
St. Mary's Bay	9 35
South Rustico	2 33
Sturgeon Pier	26 59
Tignish	15 79
Vernon River	45 04
Wood Island	2 23
Total	$ 1,785 65

British Columbia

Nanaimo (harbour dues)	$122 50
Ladysmith (harbour dues)	21 00
Comox (harbour dues)	219 00
Vancouver (harbour dues)	21 50
Victoria (harbour dues)	72 50
Total	$456 50

Recapitulation

Ontario	$5,252 58
Quebec, $3,354.22; less refunds, $542.16	2,812 06
Nova Scotia	5,518 90
New Brunswick	1,994 97
Prince Edward Island	1,785 65
British Columbia	456 50
Total	$17,820 66

APPENDIX No. 6.

REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT INSPECTION.

CHAIRMAN'S OFFICE, OTTAWA, June, 1908.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the annual report of the Steamboat Inspection Service for the fiscal year ending March 31, 1908.

The report contains the work of the service during the time stated, giving the number of steamboats inspected in the several divisions and their gross tonnage, with the amount of dues collected from steamers employed in the carriage of passengers between Canadian ports, but registered elsewhere than in Canada, with the fees received for engineers' examinations, the names of the candidates and grade of their certificate.

At the port of Montreal in addition to the steamers inspected, the ships' tackle and hoisting gear used for loading and unloading the vessels to the number of 418 were also inspected by the steamboat inspectors.

NUMBER of steam vesseds reported as known by the Inspectors of steamboats in the Dominion for the year ending March 31, 1908, also the number of steamers inspected but not registered in the Dominion for the same date.

Division.	Number of Dominion registered steamers.	Gross tonnage of Dominion registered steamers.	Number of steamers inspected but not registered in the Dominion.	Gross tonnage of steamers inspected but not registered in the Dominion.
Toronto	318	72,237	36	42,235
Collingwood	228	62,752	10	19,484
Kingston	167	28,777	16	1,247
Montreal	186	22,667	22	59,163
Sorel	96	26,861		
Quebec	106	15,470	5	5,985
Nova Scotia	152	30,145	25	42,158
New Brunswick and Prince Edward Island	165	24,768	10	16,372
British Columbia and Yukon Territory	302	64,711	29	48,530
Manitoba and Northwest Provinces	200	27,114	1	681
Total	1,920	375,622	154	226,855

NUMBER of Dominion registered steam vessels inspected and their gross tonnage, with amount of fees collected on account of Steamboat Inspection during the year ended March 31, 1908.

Division.	Number of Dominion registered steamers inspected.	Gross tonnage of Dominion registered steamers inspected.	Amount of fees collected on account of steamboat inspection.
			$ cts.
Toronto	263	68,694	...
Collingwood	188	56,522	45 68
Kingston	154	28,579	...
Montreal	161	22,133	277 76
Sorel	96	26,861	...
Quebec	106	15,470	63 76
Nova Scotia	138	29,611	1,506 88
New Brunswick and Prince Edward Island	170	28,705	...
British Columbia and Yukon Territory	275	64,110	997 68
Manitoba and Northwest Provinces	139	27,114	...
Engineers' Certificates	...	...	1,522 50
Total	1,690	367,799	4,414 26

BOARD MEETINGS.

June 20, 1907.—A meeting of the Board of Steamboat Inspection composed of the Boiler and Machinery Inspectors of Ontario, Quebec and the Maritime Provinces was convened at Montreal for the purpose of considering a further request of the Shipping Federation and their representatives pertaining to revising the rules as to the annual application of the hydraulic test to boilers so as to leave it discretionary with the inspector.

The full correspondence pertaining thereto was placed at the disposal of the board and after two days of consideration the unanimous opinion was, that it would not, under the various conditions as existing throughout the different localities, be prudent nor in the interest of public safety to make any change in the existing law regarding same.

January 23, 1908.—A meeting of a quorum of the board was convened at Sorel for the purpose of examining candidates to fill the vacancy of Boiler and Machinery Inspector caused by the demise of A. Rondeau. Mr. F. X. Hamelin of Sorel, having passed a qualifying examination was appointed to the position by Order-in-Council of March 9, 1908.

February 11, 1908.—A meeting of a quorum of the board was held at Ottawa for the examination of an Hull Inspector to fill the vacancy at Halifax caused by S. R. Hill resigning. Mr. Charles W. Sealey on passing a satisfactory examination was appointed to the position by Order-in-Council of March 11, 1908.

February 19, 1908.—Owing to the increase of work in the West Ontario Division, it became necessary to appoint an additional Hull inspector with headquarters at Collingwood. A meeting was convened at Ottawa to examine candidates for the position. Stephen D. Andrews, of Collingwood, passed satisfactorily and was appointed to the position by Order-in-Council of March 14, 1908.

Prosecutions with Penalties enforced for violation of Part VII. of the Canada Shipping Act, Steamboat Inspection.

October 29, 1907.—For violation of Section 659, Part VII. of the Canada Shipping Act, a penalty of $50 was imposed on the steamer *Aberdeen* by the Collector of Customs of St. John, N.B., and bank draft No. 2041 for same was received by the department.

August 10, 1907.—A complaint was made against the owner of steamer *Viking* of Winnipeg for violation of Section 659 of the Canada Shipping Act, and on October 23 proceedings were taken before the magistrate at Selkirk to impose the penalty; the owner pleading guilty was fined $50 and cost, for which a bank draft No. 156 was received by the department.

October 18, 1907.—A charge was laid before the magistrate at Port Arthur, Ont., against Mr. Peter Trembley of that place for carrying passengers on the tugboat *Beatrice M.*, said boat not having a certificate for that purpose. Mr. Trembley pleading guilty, a fine of $100 and costs were imposed, for which a draft was received by the department, January 4, 1908.

CASUALTIES.

The following are the casualties reported from the several divisions as having occurred during the year ending March 31, 1908.

Toronto Division.

June 26, 1907.—Steamer *Batchewana*, of Sault Ste. Marie, was totally destroyed by fire at Copper Mine point, Lake Superior. Cause of fire from the explosion of a lamp. No casualties.

July 23, 1907.—The Crown sheet of boiler in tug *Gilbert* of Prescott collapsed and the fireman was scalded by the escaping steam and water, causing his death in a few days. The boiler was of the locomotive type and the lack of water was the cause of the accident.

August 6, 1907.—Steamer *Shamrock*, of Toronto, was burned at the wharf at Toronto, the cause of the fire being defective electric wiring in the waiting room on the wharf, which extended to the steamer.

September 21, 1907.—Steamer *Picton*, of Montreal, was destroyed by fire at the wharf at Toronto, one fireman and one of the passengers lost their lives; the cause of fire is unknown.

October 17, 1907.—The tug *T. F. Battle*, of St. Catharines, was destroyed by fire at Port Maitland; cause of fire unknown.

October 26, 1907.—The steamer *Lurline*, of Windsor, ran on a submerged crib at the entrance to Goderich harbour and became a total loss. The boiler and machinery were removed.

October 29, 1907.—Steamer *City of Grand Rapids*, of Sarnia, was destroyed by fire in Tobermoray harbour, Lake Huron; cause of fire unknown.

November 23, 1907.—The tug *Escort*, of St. Catharines collided on Lake Ontario with the barge *Harrison*, in tow of steamer *Westmount*, and foundered; the captain, engineer and one other person were drowned. The vessel has since been raised.

Collingwood Division.

On the night of July 30, 1907, the tug *Esperanza,* of Toronto, caught fire and sank near Cape Croker, Ont. Cause of fire unknown. No casualties.

The passenger steamer *King Edward,* of St. Johns, Newfoundland, while entering the harbour of Thessalon, Ont., on August 25, 1907, struck a rock and sank. No casualties; the vessel has since been raised and repaired.

On August 27, 1907, the tug *Alert,* of Sault Ste. Marie, while towing in conjunction with the tug *W. H. Seymour* became so badly listed as to cause her to sink, drowning the captain, engineer and boom man. She has since been raised and repaired.

The tug *Metamora,* of Toronto, was totally destroyed by fire near Point aux Baril, Ont., on September 30, 1907, cause of fire unknown. No casualties.

October 3, 1907.—The tug *Philadelphia,* of Sault Ste. Marie, stranded at North Gros, Cap. Ont., becoming a total loss, and on October 15, the tug *Rheata* of Toronto was destroyed by fire near Midland, Ont. No casualties.

Kingston Division.

Casualty returns nil.

Montreal Division.

October 22, 1907.—Steamer *Rivière du Loup,* of Montreal, 199 tons, while lying in winter quarters at Lachine, took fire and was totally destroyed. Cause of fire unknown.

January 7, 1908.—Steamer *Booth,* of Ottawa, 347 tons, while hauled out on the ways for repairs at Wisawasa, Ont., took fire and was totally destroyed. Cause unknown.

Quebec Division.

April 15, 1907.—Steamer *Orion,* of Quebec, grounded at Calf Island, on Lake Ontario, was refloated on 23rd, brought to Quebec and condemned as a steamer. The machinery has been taken out and hull converted into a barge. The tug steamer *St. Etienne,* of Quebec, while lying at Murray Bay, caught fire and was partially burned, two lives being lost. Cause of fire unknown. The hull has been reconstructed.

November 7, 1907.—The paddle ferry steamer *Bourgenois,* of Quebec, sprang a leak in a gale of wind and sank alongside the wharf. No casualties.

Nova Scotia Division.

Casualty returns nil.

New Brunswick and Prince Edward Island Division.

March 23, 1907.—Tug *Waring* broke her cross-head and carried away low-pressure cylinder twin head, and piston rod. No one injured. Damage was repaired.

June 20, 1907.—Freight steamer *Westport,* on a voyage from Westport to St. John, broke two of the cross-head bolts, causing the piston to strike cylinder head, breaking it; the damage was repaired. No person injured.

June 21, 1907.—The passenger steamer *Crystal Stream,* while lying at her wharf, caught fire at midnight and was totally destroyed, four of the crew being suffocated in their berths. Cause of fire unknown. The coroner's inquest failed to develop how fire started.

November 5, 1907.—The passenger steamer *Springfield,* while lying at her wharf, caught fire from some unknown cause and was burned, becoming a total loss. No lives were lost.

Manitoba and Northwest Provinces Division.

June 7, 1907.—The steamer *Heather Belle,* of Winnipeg, while lying at anchor, caught fire in the night and was totally destroyed, no person being on board at the time. Cause of fire is unknown.

August 29, 1907.—The steamer *Viking,* of Winnipeg, while lying at the dock at Gimli, on Lake Winnipeg, was caught by a northeast gale and became a total wreck by pounding against the dock.

British Columbia and Yukon Division.

May 24, 1907.—Steamer *Thistle,* the yacht of Lieutenant Governor, when on a cruise, about noon the port bunkers suddenly burst out in flame, the vessel burnt up and eventually sank seven miles northwest from Pine Island lighthouse. Total loss. All passengers and crew were saved by the lifeboats.

July 6, 1907.—Steamer *Mount Royal,* on passage from Hazelton down Skeena river, in passing through Kitsilas canyon with a strong wind blowing was carried by current on Ring-bolt island and broken up. A total loss. Five of the crew were drowned, passengers were all saved.

September 27, 1907.—Steamer *Otter,* on voyage coal laden from Ladysmith, B.C., to Victoria, stranded on Danger reef, Trincomalee channel, she was afterwards released and brought to Victoria for repairs. Damages to stern, forefoot, keel and bilge planking.

October 17, 1907.—Steamer *Charmer,* when on a trip from Victoria to Vancouver, during a dense fog, collided with steamer *Tartar,* outward bound for China. Damage, bow stove in nearly to the collision bulkhead, after matters had been fitted she steamed back to Victoria where she was extensively repaired.

January 17, 1908.—Steamer *Vadso,* on voyage from Victoria to Port Simpson, via Vancouver, struck heavy on reef off Cape Lazo and remained fast. With the assistance of *Salvor* and other steamers, she was floated on January 23, and towed into Comox, when after getting leaks stopped, started for Victoria, where she was hauled out on marine railway and repaired. Damage, nine new plates with three others removed, made fair and replaced.

I am, sir, your obedient servant,

E. ADAMS,
Chairman, Board of Steamboat Inspection.

APPENDIX

STATEMENT of Expenditure by the Marine Department

—	1868.	1869.	1870.	1871.
	$ cts.	$ cts.	$ cts.	$ cts.
Maintenance of lights—				
Above Montreal	40,561 28	42,306 69	46,289 05	44,054 01
Montreal District	23,053 56	25,762 54	21,669 49	22,453 52
Below Quebec	45,615 35	41,651 73	43,730 61	31,582 75
Nova Scotia	46,460 72	56,394 88	43,682 86	76,230 77
New Brunswick	20,488 00	23,893 00	27,485 14	20,542 29
Prince Edward Island				
British Columbia				
Construction—				
Above Montreal	3,136 15		2,976 83	8,770 55
Quebec	7,323 75	7,492 59	1,543 06	
Nova Scotia	22,041 42	6,905 80	18,967 23	10,948 31
New Brunswick			11,555 91	8,735 73
Prince Edward Island				
British Columbia				
Dominion steamers—				
Quebec	69,026 73	37,176 02	34,549 49	59,797 05
Nova Scotia	14,778 92	26,603 94	19,759 96	13,139 86
New Brunswick				
Prince Edward Island				
British Columbia				
Examination of masters and mates			908 12	1,407 66
Hudson Bay expedition				
Investigation into wrecks			140 00	
Marine Hospital, Quebec	19,977 36	19,221 45	21,618 73	19,823 18
Marine hospitals	1,070 86	15,615 71	15,652 62	15,728 93
Meteorological service	8,200 00	8,950 00	8,950 00	9,370 82
Registration of Canadian shipping				
Removal of obstructions			2,350 07	1,000 00
Rewards for saving life				
Signal service				
Steamboat inspection	7,106 93	7,999 00	7,396 96	8,321 00
Survey, Georgian Bay				
Water Police, Montreal	27,445 35	10,238 71	9,323 31	8,030 00
" Quebec		12,633 59	9,038 62	9,379 73
Civil Government	15,083 88	18,064 25	19,401 05	20,220 96
Steam communication—				
Between Quebec and Maritime Provinces				
Between Prince Edward Island and mainland				
Purchase of steamers to replace—				
Glendon				
Lady Head				
Winter mail service, Prince Edward Island				
Tidal observations				
Gratuities				
Survey, Burrard Inlet				
Export cattle trade				
	371,070 56	360,899 90	36,212 91	389,537 12

No. 7.

from Confederation to March 31, 1908.

1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
57,609 16	61,036 47	60,798 75	71,937 18	68,344 18	65,421 00	73,175 11	74,587 78	65,518 61
22,369 00	31,143 14	20,939 13	15,000 00	12,999 48	15,998 00	15,996 00	14,917 95	16,523 88
41,936 00	65,645 00	102,056 09	110,362 00	98,792 93	89,980 41	96,904 00	93,178 61	96,703 87
67,806 24	100,953 80	114,711 91	114,344 51	143,125 56	128,496 00	132,888 95	120,951 33	116,189 60
23,369 12	29,266 85	53,439 04	60,119 02	62,551 61	50,998 00	58,989 00	57,499 02	61,252 82
.....	.....	3,357 71	12,584 64	13,730 53	11,817 00	16,986 66	12,158 72	15,288 17
.....	13,207 09	18,519 50	15,983 72	17,175 97	15,853 00	18,948 78	15,152 73	15,576 99
6,940 45	18,999 38	24,461 86	14,286 65	13,320 40	16,267 98	7,207 96	11,993 75	13,297 81
57,818 35	39,303 87	41,950 82	19,325 00	24,336 47	12,945 29	12,776 47	4,154 58	7,797 75
34,760 12	90,181 79	51,867 94	43,898 63	42,214 55	25,550 00	13,500 00	17,386 97	7,069 01
9,561 14	16,691 06	31,572 60	8,842 97	17,819 85	7,083 82	12,028 13	22,598 14	4,985 53
.. ..	.....	.....	.....	11,829 61	17,752 00	2,504 47	2,560 88	6,074 50
.....	.. ..	4,353 93	8,799 07	8,477 67	29 66	.....	.....	.....
47,500 00	51,758 05	64,490 00	79,043 79	62,971 49	49,987 66	42,683 00	44,972 79	49,318 93
20,999 63	24,999 57	30,008 99	22 992 62	133,826 08	38,739 39	43,027 00	42,016 53	49,438 93
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	16,241 26	61,782 63	28,933 63	16,332 05	14,429 52
12,115 96	15,984 72	10,555 67	41,796 74	10,156 56	16,095 90	12,193 40	7,460 68	9,733 34
4,312 07	6,466 18	4,520 19	5,696 62	4,672 08	4,050 00	4,249 76	4,250 12	4,253 43
.....	.....	.....	.....	.....	.....	.....	.....	.....
874 00	1,068 89	2,313 31	366 00	466 41	342 65	500 00	1,691 00	676 73
21,000 00	21,000 00	20,456 45	21,994 75	23,795 85	19,965 97	19,987 50	20,791 77	12,991 23
53,536 16	27,150 43	45,986 87	37,111 67	37,155 72	42,449 55	37,487 10	37,445 57	35,040 00
12,618 15	18,830 54	36,700 59	33,580 00	45,560 03	44,871 38	46,050 24	45,706 13	45,554 51
.....	.....	272 30	1,096 46	412 06	842 14	1,435 10	239 26	257 75
.....	.....	.....	450 00	.....	203 00	462 00	305 86	825 00
2,284 32	1,975 13	4,931 78	3,552 86	2,292 20	1,958 55	4,071 00	2,533 10	2,263 15
.....	.....	1,000 00	.....	.....	.....	.....	.....	.....
8,500 00	13,266 00	10,291 68	12,200 00	13,081 86	13,073 01	13,228 38	13,076 46	11,854 34
.....	.....	.....	.....	.....	.....	.....	.....	.....
10,000 00	14,453 87	12,370 86	13,395 00	14,090 00	13,524 29	14,062 00	13,462 74	13,131 06
10,348 00	18,200 00	26,526 66	24,500 00	27,136 68	21,482 08	23,498 06	23,023 26	22,094 48
22,644 52	25,336 04	30,087 23	31,328 16	32,789 18	32,304 12	32,682 05	36,610 19	35,033 95
.. ..	.....	15,000 00	10,000 00	10,000 00	.....	.. ..	....	... .
.....	... .	.....	.....	766 00	....	.....	... . .	. .....
.....	.....	.....	.....	.....	.....	.....	.....	.....
... .	.....	.....	.....	.....	.....	.....	.....	.....
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.....	.....	.....	....	.....	.....	.....	.....	.....
518,958 49	706,817 92	845,150 90	844,586 09	970,146 27	820,054 38	786,156 23	755,359 47	723,390 89

STATEMENT of Expenditure by the Marine Department

—	1881.	1882.	1883.
	$ cts.	$ cts.	$ cts.
Maintenance of lights—			
Above Montreal	65,541 21	71,048 50	70,116 68
Montreal District	14,326 36	21,643 05	22,260 32
Below Quebec	89,781 29	91,098 66	102,784 99
Nova Scotia	128,918 59	137,846 15	150,793 17
New Brunswick	63,921 90	66,073 00	75,946 92
Prince Edward Island	12,997 36	16,985 72	17,907 27
British Columbia	17,570 72	17,803 00	18,349 06
Cape Race			
Construction—			
Above Montreal	14,180 02	13,581 00	9,782 27
Quebec	7,539 76	3,731 31	9,672 55
Nova Scotia	7,757 52	13,355 00	9,422 70
New Brunswick	4,578 52	2,253 80	1,022 57
Prince Edward Island	8,150 06	3,092 00	1,934 49
British Columbia	8,655 39	3,237 90	1,005 26
Queen's Printer			
Dominion steamers—			
Quebec	64,973 00	44,923 98	45,156 13
Nova Scotia	36,700 00	31,049 74	37,841 07
New Brunswick			
Prince Edward Island	15,139 95	23,911 97	19,680 00
British Columbia	11,788 09	8,504 61	25,484 00
Department			
Examination of masters and mates	3,888 41	[3,981 00	4,021 20
Hudson's Bay expedition			
Investigation into wrecks	310 48	863 19	875 64
Marine Hospital, Quebec	19,964 33	19,938 12	19,998 53
Marine hospitals	32,218 94	33,162 45	29,880 78
Meteorological service	46,163 54	47,464 07	51,990 25
Registration of Canadian shipping	607 43	2,013 28	168 84
Removal of obstructions	150 00	1,116 51	35 80
Rewards for saving life	1,806 13	2,212 00	2,534 00
Signal service			3,365 33
Steamboat inspection	12,211 65	14,835 00	16,209 00
Hydrographic surveys			77 81
Water Police, Montreal	21,953 26	21,994 74	15,798 24
Water Police, Quebec	13,497 81	20,221 82	22,520 41
Civil Government	36,447 50	36,789 46	37,988 39
Steam communication—			
Between Quebec and Maritime Provinces			
Between Prince Edward Island and mainland			
Repairs to wharfs			
Purchase of steamers to replace—			
Stanley			399 55
Glendon			
Lady Head			
Winter mail service, Prince Edward Island			
Tidal observations			
Gratuities			
Survey, Burrard Inlet			
Export cattle trade			
Survey, Bay of Quinté			
Relief of distressed Canadians			
Manning ships			
Widow of late A. Warren			
McDonald Bros			
Parliamentary returns			
Investigating effect of Chicago drainage canal			
John McDonald			
Longitude, Montreal			
Marine biological station			
	761,730 62	774,831 53	825,010 82

SESSIONAL PAPER No. 21

from Confederation to March 31, 1908—*Continued.*

1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
70,788 27	70,697 89	85,713 98	75,690 74	85,588 70	72,721 23	84,035 65	93,180 72
22,946 43	23,262 94	33,289 28	16,735 49	17,510 17	12,285 79	118,750 70	122,741 89
101,302 35	118,856 94	131,095 29	131,540 80	108,278 67	112,690 20		
142,909 72	137,439 40	143,153 24	117,708 53	133,009 92	140,197 15	139,459 56	139,916 83
86,670 70	92,130 28	76,046 63	96,425 28	73,465 49	78,285 79	61,608 91	61,089 31
19,059 92	20,218 83	22,282 52	17,852 13	14,796 62	19,118 51	16,968 80	19,000 46
18,107 54	15,497 76	15,783 75	16,230 43	19,604 63	16,877 12	16,411 49	19,595 22
.....	.....	.....	4,453 25	5,124 20	7,358 01	.....	.....
18,432 63	27,977 42	36,678 16	18,383 20	6,341 97	8,623 76		9,796 28
3,168 48	4,354 87	5,877 84	1,260 00	2,287 86	12,203 06		3,723 14
12,489 35	4,352 42	5,905 17	5,330 89	5,533 48	6,039 91		4,596 94
2,868 70	7,667 42	2,421 66	5,280 75	1,542 61	2,966 36	23,863 09	208 16
2,158 60	879 40	.....	384 60	.....	.....		410 00
2,830 38	5,223 11	4,942 70	321 84	5,918 00	1,890 00		14,417 25
.....	.....	.....	26 58	.....	40 14		.....
43,019 13	51,092 98	51,485 03	50,714 52				
27,726 60	42,921 27	30,283 27	32,287 10				
.....	.....	24,633 26	14,337 23				
19,539 52	33,962 54	20,927 58	19,987 67	150,659	126,629 33	114,956 20	111,437 03
16,111 83	12,485 07	13,430 69	10,809 07				
.....	.....	.....	13,288 83				
5,580 79	6,656 44	5,239 28	4,858 98	5,063 96	4,381 04	4,177 83	4,255 24
480 69	71,374 69	35,217 10	14,762 61	165 00	.....	.....	.....
830 12	385 15	592 63	520 14	513 91	516 67	888 94	1,172 77
19,990 34	19,996 68	16,047 95	19,706 96	18,777 62	18,643 14	10,279 08	751 75
31,401 30	45,371 29	32,229 02	32,545 35	30,667 67	33,089 20	31,450 03	33,303 37
56,418 16	56,625 40	56,898 33	57,140 74	59,986 10	58,577 07	58,452 10	62,457 10
189 27	237 88	157 13	233 13	897 02	179 21	647 52	1,207 07
342 76	2,259 21	1,237 34	4,190 83	2,500 94	3,603 65	5,737 26	3,633 65
2,614 91	5,221 15	8,147 22	7,363 94	6,825 48	5,503 44	8,150 92	4,952 20
6,704 17	3,881 05	4,622 00	5,082 17	4,441 59	5,092 54	4,976 80	4,700 79
21,893 28	23,235 04	21,775 57	22,847 57	21,430 45	22,213 03	20,989 52	22,183 76
26,745 54	20,454 68	17,759 36	21,592 55	19,424 14	17,808 46	17,969 23	17,677 51
19,021 93	17,683 59	20,933 75	17,413 47	18,725 95	16,948 82	13,164 00	573 80
22,958 79	20,399 33	22,922 82	22,935 65	18,553 57	14,698 68	8,620 61	7,279 85
38,775 00	29,900 83	30,453 57	37,193 62	32,728 78	43,501 96	42,835 78	42,253 67
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	133,505 60	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
56,164 71	47,228 03	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	5,985 42	6,312 93	.....	.....	.....	.....
.....	.....	.....	.....	7,740 25	1,842 47	2,752 67	7,012 70
.....	.....	.....	.....	.....	.....	244 75	1,888 71
.....	.....	.....	.....	.....	200 00	80 00	1,025 00
.....	.....	.....	.....	.....	.....	.....	1,690 12
.....	.....	.....	.....	.....	.....	.....	520 85
.....	.....	.....	.....	.....	.....	.....	.....
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.....	.....	.....	.....	.....	.....	.....	.....
927 241 61	1,129,901 14	980,120 59	917,557 31	883,250 85	1,023,801 34	807,417 53	885,410 11

STATEMENT of Expenditure by the Marine Department

—	1892.	1893.	1894.	1895.	1896.	1897.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Maintenance of lights—						
Above Montreal	87,033 61	87,598 15	78,090 69	82,541 16	82,256 28	80,961 06
Montreal District						
Below Quebec	116,531 27	120,404 19	124,348 80	124,763 81	124,143 66	126,186 00
Nova Scotia	148,815 26	150,445 26	137,339 73	140,977 53	123,234 65	124,671 19
New Brunswick	66,886 69	71,079 46	59,917 96	69,654 46	63,018 64	56,871 02
Prince Edward Island	17,069 98	16,819 64	15,569 39	17,976 67	17,988 15	16,429 23
British Columbia	26,858 68	24,413 27	27,240 77	21,734 18	24,770 44	25,679 52
General Account						
Construction—						
Above Montreal	21,704 05	8,766 62	12,581 15	2,699 40	11,993 84	9,527 94
Quebec	809 27	10,097 18	4,743 13	3,004 14	3,300 30	296 26
Nova Scotia	1,965 16	4,381 24	3,104 77	4,737 03	1,842 94	61 71
New Brunswick	1,845 35	1,271 15	115 45	1,597 80	200 00	1 60
Prince Edward Island	1 56	2,958 61	1,604 00			452 90
British Columbia	9,478 81		6,356 43	180 83	225 50	569 99
Lake St. Peter						
New Dredge						
Dominion Steamers— Quebec, Nova Scotia, New Brunswick, Prince Edward Island, British Columbia	145,899 61	163,097 46	178,183 97	169,661 64	145,315 28	136,940 11
Naval Schools						
Examinations of masters and mates	6,363 88	4,116 99	3,745 53	2,757 29	4,062 82	3,536 29
Hudson's Bay expedition						19,091 32
Investigation into wrecks	603 21	643 49	850 81	351 15	483 98	565 25
Lighthouse depot, Georgian Bay						
Marine Hospitals	34,106 83	35,757 07	38,403 94	38,589 05	36,682 96	37,984 71
Meteorological service	67,138 06	64,165 60	66,440 96	64,588 34	66,600 29	67,397 71
Registration of Can. shipping	462 59	1,476 19	394 00	207 40	517 60	531 55
Removal of obstructions	2,878 68	1,554 53	202 02	2,217 36	456 38	631 86
Rewards for saving life	6,398 93	7,432 64	8,014 67	6,591 34	8,004 38	5,955 19
Signal service	5,014 42	5,040 58	4,668 93	5,311 54	5,338 76	5,986 12
Steamboat inspection	22,736 59	24,386 95	25,961 36	26,385 88	26,321 27	26,837 83
Hydrographic surveys	16,451 10	17,542 11	31,461 76	12,653 28	15,099 63	12,352 99
Ship channel	6,161 60	5,436 23				
Civil Government	43,195 31	56,477 23	54,988 88	71,373 82		74,801 37
Repairs to wharfs		84 90	1,007 67	824 38	2,644 69	1,795 56
Purchase of steamer *Minto*						
Winter mail service, P.E.I.	3,309 44	4,376 96	6,497 03	6,138 18	7,779 69	21,931 05
Total observations	711 59	5,099 17	10,172 61	11,507 24	9,627 45	13,166 26
Gratuities			3,261 32			
Survey, Burrard Inlet	2,580 45					
Export cattle trade	1,411 57	1,711 73	1,350 83	2,268 74	2,887 24	
Survey, Bay of Quinté		2,085 45				
Relief of distressed Canadians				7 30		
Parliamentary returns					291 08	
Investigation effect Chicago drain canal					2,500 00	
John Macdonald					200 00	
Unforeseen expenses						
Marine biological station						
New life-saving station, Long Point						
Salaries, temporary clerks						
Steamer to replace *Bayfield*						
Observatory, Sulphur Mtn.						
Charles Morrison						
Montreal Pilotage Commissioners						
Montreal wireless telegraphy						
Purchase land for wharf at Halifax, N.S.						

from Confederation to March 31, 1908—*Continued.*

1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
87,841 22	92,751 23	82,810 92	93,708 16	92,195 52	117,896 37	154,194 26	244,960 38
.....	136,134 79	122,112 42	132,147 88	154,839 06	148,302 34	170,554 10	273,865 74
116,279 88	.....	.....	.....	.....	.....	.....	.....
126,386 00	65,072 35	122,414 86	142,359 01	149,572 14	142,725 69	164,339 92	204,157 27
67,369 98	128,674 15	52,491 93	65,247 80	69,133 51	73,410 65	79,464 50	121,289 44
18,112 93	20,569 81	42,878 40	28,031 85	24,223 73	25,575 33	25,603 09	36,760 32
26,862 03	29,530 20	33,545 95	31,938 25	35,119 03	35,758 43	39,068 34	55,976 59
.....	.....	.....	.....	46 75	.....	.....	.....
6,867 69	3,729 62	7,094 64	12,499 99				
3,649 90	37,838 80	40,319 03	17,060 13				
4,067 99	3,123 16	4,884 22	12,832 69	158,714 09	399,487 73	540,675 07	1,447,202 77
1,423 34	91 49	.....	266 34				
1,409 60	616 96	5,586 91	922 00				
6,414 19	19,305 60	.....	4,160 74				
.....	.....	.....	660 03	.....	.....	.....	93,938 90
.....	.....	.....	.....	.....	.....	.....	10,745 36
117,644 39	145,270 75	180,430 65	195,484 75	452,526 92	369,813 97	306,171 01	475,907 20
.....	.....	.....	.....	.....	.....	6,106 54	3,123 24
3,335 40	3,568 26	3,750 69	3,730 25	3,305 59	4,968 36	7,761 17	5,884 74
27,050 66	.....	.....	.....	.....	.....	178,638 94	236,469 00
312 77	982 17	773 06	1,022 65	1,824 55	1,367 45	3,570 28	5,111 34
.....	.....	.....	.....	.....	.....	.....	12,000 00
38,162 56	37,353 29	37,743 30	36,008 75	51,827 13	48,750 15	50,301 78	51,731 56
64,135 71	73,148 05	76,692 42	74,082 76	80,147 46	87,293 00	90,306 99	98,820 21
818 33	966 48	266 43	546 62	607 23	417 25	1,203 56	1,215 14
704 17	745 49	252 19	1,000 00	1,325 25	382 98	752 60	9,521 68
5,081 40	7,049 09	7,007 97	8,519 92	8,278 55	9,306 25	11,763 12	9,592 91
4,993 88	6,067 90	5,906 83	8,950 17	6,452 56	6,863 75	7,740 01	8,755 44
26,342 29	28,035 49	72,965 72	29,247 59	27,493 80	30,172 09	33,723 12	50,187 75
15,306 66	13,664 97	12,600 98	16,170 20	25,488 64	35,243 97	41,366 95	103,926 98
.....	.....	.....	.....	.....	.....	.....	511,171 41
74,644 05	72,833 97	63,331 61	68,776 95	70,246 32	84,442 53	91,985 07	102,735 31
1,618 97	.....	697 87	1,261 06	2,824 28	1,721 91	1,300 89	1,590 61
.....	144,365 29	41,951 88	.....	.....	.....	.....	.....
9,575 31	8,439 70	1,503 70	2,093 93	8,835 86	6,211 28	8,912 57	10,984 74
3,081 45	5,186 35	4,372 18	7,060 20	8,925 33	14,520 00	21,871 71	23,802 24
.....	.....	.....	.....	136 85	1,050 00	1,210 00	2,340 00
.....	.....	.....	.....	.....	.....	.....	.....
2,499 80	2,737 85	2,762 24	2,746 84	3,321 23	3,026 25	3,504 43	3,300 35
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	133 32	.....	95 10	.....	269 20
.....	.....	.....	1,659 14	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	3,452 21	2,630 62	3,490 29	4,822 78	3,977 63	2,953 19
.....	5,709 10	739 61	1,990 58	1,998 85	2,000 00	2,996 54	2,001 69
.....	.....	.....	.....	1,780 52	.....	.....	.....
.....	.....	.....	.....	2,967 35	6,945 96	11,448 10	15,881 35
.....	.....	.....	.....	50,000 00	.....	.....	.....
.....	.....	.....	.....	55 00	3,167 62	.....	.....
.....	.....	.....	.....	223 00	.....	.....	.....
.....	.....	.....	.....	3,691 69	.....	.....	.....
.....	.....	.....	.....	.....	1,745 23	2,050 00	10,776 51
.....	.....	.....	.....	.....	3,528 25	18,847 31	40,785 11

STATEMENT of Expenditure by the Marine Department

—	1892.	1893.	1894.	1895.	1896.	1897.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Purchase land for wharf at Charlottetown, P.E.I.						
Schools for navigation						
Naval militia						
Cattle inspection						
Wrecking plant						
Ice-beaking steamers						
S. Shaw						
Salaries, lightkeepers						
Agencies, rents, &c.						
Maintenance and repairs						
Repairs to lightships						
Construction and apparatus						
	861,426 80	898,720 03	905,654 34	895,828 28	793,634 49	867,772 90

from Confederation to March 31, 1908—*Continued.*

1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
						15,119 11	
						13,000 00	
						5,036 29	
						9,135 87	
						3,335 52	
						25,000 00	
						164,414 93	
						39 33	
						242,403 64	
						29,739 50	
						531,920 43	
						23,560 00	
						1,605,778 59	
856,192 50	1,102,601 90	982,561 97	1,029,925 32	1,501,618 88	1,671,494 77	2,150,940 31	4,747,722 81

STATEMENT of Expenditure by Marine Department from Confederation to March 31, 1908—*Continued.*

—	1906.
	$ cts.
Dominion steamers— Quebec, Nova Scotia, New Brunswick, Prince Edward Island, British Columbia	587,885 89
Examinations of masters and mates	7,068 15
Hudson's Bay expedition	132,707 52
Investigation into wrecks	7,476 07
Marine hospitals	50,120 42
Meteorological service	99,719 52
Registration of Canadian shipping	1,800 00
Removal of obstructions	4,967 15
Rewards for saving life	11,991 43
Signal service	8,184 39
Steamboat inspection	37,590 22
Hydrographic surveys	120,359 68
Ship channel	587,957 51
Repairs to wharfs	2,960 47
Winter mail service, P.E.I.	16,680 58
Total observations	28,047 77
Unforeseen expenses	3,765 17
Marine biological station	2,914 03
Salaries, temporary clerks	19,947 01
Purchase land for wharf at Halifax, N.S.	88,033 87
Schools for navigation	5,036 29
Naval militia	9,135 87
Cattle inspection	3,335 52
Wrecking plant	25,000 00
Ice-breaking steamers	161,414 93
S. Shaw	39 33
Salaries, lightkeepers	242,403 64
Agencies, rents, &c	29,739 50
Maintenance and repairs	531,920 43
Repairs to lightships	23,560 00
Construction and apparatus	1,605,778 59
Submarine signal apparatus	50,547 60
Administration of pilotage	12,066 42
Parry Sound Buoy Depot	11,711 17
Compensation *re* explosion of gas buoys	38,686 49
Water system, Patridge Island	2,957 37
Observatory, Toronto	2,872 96
" Montreal	500 00
Hydrogr. str., *Atlantic coast*	45,500 00
" *Pacific coast*	370 01
New dredge, No. 15	150,001 32
" *Galveston*	159,847 89
Shipwrecked and distressed seamen	598 91
Parliamentary returns	485 11
Gratuities	616 66
Civil Government, salaries	88,453 31
" " contingencies	19,506 45
	5,066,252 66

SESSIONAL PAPER No. 21

STATEMENT of Expenditure by Marine Department from Confederation to March 31, 1908—*Coontinued.*

EXPENDITURE for the Nine Months to March 31, 1907.

Service.	Amount.	Total. 1907.
	$ cts.	$ cts.
Ocean and river—		
Dominion steamers	447,139 03	
Examination of masters and mates	5,934 16	
Rewards for saving life—life-boats, &c.	9,025 89	
Investigations into wrecks	8,662 16	
Schools for navigation	4,891 69	
Registration of Canadian shipping	1,506 53	
Removal of obstructions in navigable waters	7,377 20	
Tidal service	19,214 79	
Winter mail service	11,998 01	
Marine biological stations	1,537 04	
Cattle inspection	2,743 80	
Wrecking plant	15,000 00	
Hudson's Bay expedition	33,871 95	
" " patrol boat	29,977 91	
Ice-breaking steamer *Lady Grey*	66,293 51	
Quebec Coal Company's claim	1,000 00	
Arresting two sailors of the *Hector*	148 75	
H. M. Stewart, clothing destroyed by fire	9,078 17	
Naval Militia	5,974 61	
New icebreaker	171 00	
Unforeseen expenses	3,213 62	
		669,717 04
Lighthouse and coast—		
Salaries and allowances of lightkeepers	197,235 03	
Agencies, rents and contingencies	22,076 58	
Maintenance and repairs to lighthouses	499,597 86	
Construction of lighthouses and apparatus	1,159,906 40	
Breaking ice in Thunder Bay	21,303 85	
Signal service	6,859 68	
Marconi stations	53,532 19	
Pilotage	21,490 73	
Repairs to wharfs	1,747 15	
Salaries, temporary clerks	14,477 16	
Georgian Bay and Parry Sound buoys	4,500 43	
		2,002,727 06
Scientific institutions and hydrographic surveys—		
Observatory, Toronto	2,313 67	
" Kingston	375 00	
" Montreal	375 00	
Meteorological service	75,163 20	
Hydrographic surveys	84,435 32	
		162,662 19
Dredge No. 15		150,000 00
Cap à la Roche		1,347 87
Galveston		50,089 77
Ship channel		419,398 19
Compensation to L. O'Brien		2,200 00
Marine hospitals	37,362 11	
Shipwrecked and distressed seamen	793 56	
		38,155 67
Steamboat inspection		32,459 55
Returns for Parliament	634 36	
K. Falconer, reorganizing system of bookkeeping	25,000 00	
		25,634 36
Civil Government, Salaries	68,995 81	
" " Contingencies	14,182 31	
		83,178 12
Total, Marine Branch		3,637,569 82
" Fisheries Branch		534,669 90
Fishing bounty		159,015 75
		4,331,255 47

STATEMENT of Expenditure by Marine Department from Confederation to March 31, 1908—*Continued.*

EXPENDITURE for the fiscal year ended March 31, 1908.

Ocean and River Service—	*Amount.*	
Dominion steamers and ice-breakers	$669,428 59	
Examination of masters and mates	11,508 31	
Rewards for saving life	31,642 41	
Investigations into wrecks	6,543 08	
Schools of navigation	7,378 01	
Registration of shipping	1,982 70	
Removal of obstructions	26,009 59	
Tidal service	30,977 40	
Winter mail service	11,019 79	
Cattle inspection	3,503 90	
Wrecking plants	30,000 00	
Unforeseen expenses	1,301 61	
Naval militia	9,078 17	
Patrolling waters in northern portion of Canada	34,706 39	
New ice-breaking steamer	5,974 61	
		$881,054 56
Public Works—Chargeable to Capital—		
Ship channel	$761,916 84	
Permanent piers in Lake St. Peter, &c.	116,063 87	
Dredging, Cap à la Roche	75,000 00	
Dredge *Beaujeu*	100,000 00	
Spur line, Sorel shipyard	8,815 05	
Montreal & Quebec Signal Service	12,232 15	
		$1,074,027 91
Lighthouse and Coast Service—		
Agencies, rents and contingencies	29,359 26	
Salaries and allowances to lightkeepers	285,050 14	
Maintenance and repairs to lighthouses	689,319 86	
Parry Sound buoy depot	41,983 93	
Construction of lighthouses, &c	715,572 91	
Construction of apparatus	801,636 83	
Wireless stations	114,986 60	
Signal service	9,350 28	
Administration of pilotage	31,087 22	
Maintenance and repairs to wharfs, &c.	1,456 86	
Maintenance and upkeep of dock yards	30,656 22	
Breaking ice, Lake Superior, &c	37,053 32	
Salaries of temporary clerks, &c	16,728 99	
Telephone stations		
Telephonic reporting stations below Montreal	7,820 68	
Service of expert accountants	13,066 34	
Charter of steamer, Lime Kiln Crossing	6,650 00	
Keeping lights on 'Castle and 'Armenia'	3,680 00	
		2,835,459 44

STATEMENT of Expenditure by Marine Department from Confederation to March 31, 1908—*Concluded.*

EXPENDITURE for the fiscal year ended March 31, 1908—*Concluded.*

Scientific Institutions and Hydrographic Surveys—		
Meteorological service	$122,572 86	
Megnetic observatory	2,919 20	
Montreal observatory	500 00	
Kingston observatory	500 00	
Hydrographic surveys	115,631 31	
On account new hydrographic steamer, British Columbia	107,250 00	
		$ 349,373 37
Marine hospitals	59,957 92	
Shipwrecked and distressed seamen	342 25	
Marine hospital at Yarmouth, N.S.	7,285 00	
		67,585 17
Steamboat inspection		42,210 43
Fisheries		800,081 73
Civil Government Salaries, Marine and Fisheries	103,916 53	
Contingencies of Marine and Fisheries	21,146 77	
		125,063 30
Total expenditure Marine and Fisheries		6,174,855 91
Fishing bounty		156,114 50

APPENDIX NO. 8.

METEOROLOGICAL SERVICE.

METEOROLOGICAL OFFICE,
TORONTO, June 1908.

Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the thirty-seventh annual report of the Meteorological Service, this report being for the fiscal year ended March 31, 1908, with appendices *A* and *B* reports of St. John and Quebec observatories.

The number of persons in receipt of pay from the Meteorological Service on March 31, for the various duties performed in connection therewith was 224. Of this number 26 were employed in the Central office, and with a few at outside stations, devote their whole time to the work of the service; others are occupied in observing during only a portion of each day, and others again are employed only to attend to the display of storm signals when notified.

There are now in the Dominion 434 stations from which observers report to the Central office. At 39 of these stations, distributed at nearly equal intervals throughout Canada where the observers are paid salaries, three or more observations are taken daily, and those taken in the morning and evening are reported by telegraph to Toronto. At 49 other points observers also receive remuneration for a more or less extended series of observations. Special observations during the summer months are collected at Winnipeg by telegraph from twenty-four stations in the western provinces and together with other information sent from Toronto are telegraphed at the same time to a large number of places in these provinces; for this bulletin service remuneration is allowed. Eighty-nine persons are paid for attending to the display of storm signals; and for the time service and special telegraph service seven persons are employed.

Since the issue of my last report the following stations have commenced reporting :—

BRITISH COLUMBIA.

Class III.—Swanson Bay.
" II.—Summerland.
" II.—Crawford Bay.
" III.—Hornby.

ALBERTA.

Class III.—Kimball.
" II and S.—Lacombe. Experimental Farm.
" II.—Eckville.
" II.—Harmattan.
" II.—Daysland.
" II and S.—Lethbridge. Experimental Farm.
" II.—Pembina.

SASKATCHEWAN.

Class II.—Meota.
" II.—Waseca.
" III.—Arcola.
" II.—Kamsack.
" ?—Qu'Appelle.
" II.—East End.
" II.—Haddington.
" II.—Drumague.
" II.—Esterhazy.

ONTARIO.

Class II.—Judge.
" II.—Ronville.

QUEBEC.

Class II.—D'Israeli.

PRINCE EDWARD ISLAND.

Class II.—Hillsborough.

PEACE RIVER DISTRICT, ALTA.

Class II.—Shaftesbury.
" II.—Peace River Landing.

The following stations have for various reasons ceased reporting:—

Barrie, Ont.
Wisa, Ont.
Pelee Island, Ont.
Kitamaat, B.C.
Wolfville, N.S.
Pincher Creek, Alta.
Leavings, Alta.
Stirling, Alta.
Clover Bar, Alta.
Lemberg, Sask.
Heward, Sask.

CENTRAL OFFICE.

During the larger portion of the past fiscal year the work of the central office was carried on under most adverse circumstances, the encroachments of the new university buildings continuing until by the winter it was found impossible to remain in the old observatory building without seriously impairing the value of the service. It was therefore decided to remove the offices to temporary quarters in two houses owned by the university and situated on Spadina avenue which have since been found to meet our requirements fairly well. The clocks, transit instrument and standard barometer and various other instruments have been left in the transit house, a small stone building near to the observatory, which together with the workshop will be left standing until such time as the new meteorological building shall have been completed.

Since my last report the staff has been brought up to the old strength numerically by the appointment of Mr. A. J. Connor, but such addition by no means compensates for the loss by death of the late Mr. W. A. Steuart who by a thorough knowledge of the statistical work of the office and an assiduous attention to duty, performed an amazing amount of work. It will be necessary again this coming summer to employ several temporary clerks to assist in preparing the Annual Climatological Report of the past civil year.

NUMBER of predictions and percentage of fulfilment in each district, in each month and in the Fiscal year 1907–1908.

Month.	ALBERTA.					SASKATCHEWAN.					MANITOBA.					LAKE SUPERIOR.					GEORGIAN BAY.				
	Number of Predictions.	Verified.				Number of predictions.	Verified.				Number of predictions.	Verified.				Number of predictions.	Verified.				Number of predictions.	Verified.			
		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.
1907.																									
April	82	65	15	2	88·4	84	55	18	11	76·2	88	66	13	9	82·4	109	80	23	6	83·9	123	93	20	10	83·7
May	84	72	5	7	88·7	80	67	10	3	90·0	86	71	7	8	86·6	123	95	20	8	85·4	126	98	19	9	85·3
June	75	62	8	5	88·0	75	65	9	1	92·7	75	59	12	4	86·7	92	76	9	7	87·5	116	103	8	5	92·2
July	87	66	19	2	87·6	84	68	12	4	88·1	84	67	13	4	87·5	122	96	17	9	85·7	133	111	18	4	90·2
August	88	61	22	5	81·8	87	67	17	3	86·8	90	73	10	7	86·7	132	99	30	3	86·4	138	112	25	1	90·2
September	78	60	12	6	84·6	79	63	14	2	88·6	83	64	14	5	85·5	112	75	26	11	78·6	125	101	19	5	88·4
October	83	65	7	11	82·5	83	64	12	7	84·3	86	66	12	8	83·7	112	82	21	9	82·5	126	93	29	4	84·6
November	79	54	17	8	79·1	80	55	18	7	80·0	79	63	12	4	87·3	106	76	25	5	83·5	126	83	30	13	77·8
December	76	67	7	2	92·7	76	65	9	2	91·4	79	72		1	94·9	101	72	21	8	81·7	119	106	8	5	92·4
1908.																									
January	82	64	12	6	85·3	82	68	12	2	90·2	82	74	7	1	94·5	98	72	23	3	85·2	125	97	24	4	87·2
February	75	63	10	2	90·7	75	60	13	2	87·7	75	62	11	2	90·0	83	60	16	7	81·9	102	82	15	5	87·7
March	78	57	10	11	79·5	78	55	12	11	78·2	83	62	10	11	80 7	95	73	16	6	85·3	115	77	21	17	76·1
Totals	967	756	144	67	85·6	963	752	156	55	86·2	990	799	127	64	87·1	1285	956	247	82	84·0	1474	1156	236	82	86·6

NUMBER of predictions and percentage of fulfilment in each district, in each month and in the Fiscal Year 1907-1908.

Month.	LOWER LAKE REGION.					OTTAWA VALLEY.					UPPER ST. LAWRENCE.					LOWER ST. LAWRENCE.					GULF.				
	Number of Predictions.	Verified.				Number of Predictions.	Verified.				Number of Predictions.	Verified.				Number of Predictions.	Verified.				Number of Predictions.	Verified.			
		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.
1907.																									
April	125	93	26	6	84·8	141	87	15	9	85·1	111	86	17	8	85·1	107	78	14	15	79·4	107	76	14	18	77·6
May	128	100	21	7	86·3	110	89	16	5	88·2	109	89	16	4	89·0	121	98	19	4	88·8	120	95	20	5	87·5
June	116	104	11	1	94·4	87	79	6	2	94·3	87	81	5	1	96·0	102	87	9	6	89·7	102	88	7	7	89·7
July	133	114	15	4	91·4	118	96	14	8	87·4	117	104	6	7	91·5	109	81	16	12	81·7	109	74	26	9	79·8
August	138	110	25	3	88·8	115	98	15	3	90·9	115	95	17	3	90·0	117	89	22	6	85·5	118	96	18	4	89·0
September	125	100	21	4	88·4	121	92	23	6	85·5	120	93	23	4	87·1	120	92	22	6	85·8	123	98	17	8	86·6
October	127	93	28	6	84·3	114	92	20	2	89·5	114	93	19	2	85·9	118	90	20	8	84·7	120	90	22	8	84·2
November	126	82	33	11	78·2	120	86	29	5	83·7	119	89	26	4	85·7	116	82	22	12	80·2	116	78	25	13	78·0
December	119	99	18	2	90·8	110	93	15	2	91·4	110	97	12	1	93·6	113	87	17	9	84·5	115	91	16	8	86·1
1908.																									
January	126	101	20	5	88·1	108	81	26	1	87·0	108	85	22	1	88·9	115	84	23	8	83·0	115	88	17	10	83·9
February	102	85	13	4	89·7	102	80	14	8	85·3	102	82	14	6	87·3	98	82	10	6	88·8	99	87	9	3	92·4
March	116	79	19	18	76·3	104	76	20	8	82·7	104	76	21	7	83·2	99	72	13	14	79·3	101	72	19	10	80·7
Totals	1481	1160	256	71	86·8	1320	1048	213	59	87·5	1316	1070	198	48	88·8	1335	1022	207	106	84·3	1345	1033	210	102	84·6

NUMBER of predictions and percentage of fulfilment in each district, in each month and in the Fiscal Year 1907-1908.

MONTH.	MARITIME PROVINCES, W.					MARITIME PROVINCES, E.					TOTALS.				
	Number of predictions.	Verified.				Number of predictions.	Verified.				Number of predictions.	Verified.			
		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.
1907.															
April	109	76	26	7	81·6	109	76	25	8	81·2	1,265	931	226	108	82·5
May	119	94	18	7	86·5	119	88	24	7	84·0	1,325	1,056	195	74	87·0
June	105	93	10	2	93·3	105	90	10	5	90·5	1,137	987	104	46	91·4
July	111	82	23	6	84·2	109	77	26	6	82·6	1,316	1,036	205	75	86·5
August	129	102	23	4	88·0	129	98	28	3	86·8	1,396	1,099	252	45	87·7
September	130	96	25	9	83·5	130	95	22	13	81·5	1,346	1,029	238	79	85·3
October	122	101	11	10	87·3	122	92	21	9	84·0	1,327	1,021	222	84	85·3
November	116	82	25	9	81·5	116	77	30	9	79·3	1,299	907	292	100	81·1
December	115	81	26	8	81·7	116	89	22	5	86·2	1,249	1,019	177	53	88·7
1908.															
January	129	100	25	4	87·2	128	100	24	4	87·5	1,298	1,014	235	49	87·2
February	117	91	20	6	86·3	117	91	20	6	86·3	1,147	925	165	57	87·8
March	118	73	27	18	74·2	117	76	26	15	76·1	1,208	848	214	146	79·1
Totals	1,420	1,071	259	90	84·5	1,417	1,049	278	90	83·8	15,313	11,872	2,525	916	85·77

NUMBER of predictions and percentage of fulfilment in each district, in each month for British Columbia, in the Fiscal year 1907–08.

MONTH.	VICTORIA AND VICINITY.					LOWER MAINLAND.					TOTALS.				
	Number of Predictions.	Verified.				Number of Predictions.	Verified.				Number of Predictions.	Verified.			
		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.
1907.															
April	198	80	9	19	84·5	197	86	4	7	90·7	795	166	73	16	88·5
May	135	113	7	15	86·3	127	101	11	15	85·1	262	214	18	30	85·1
June	126	108	4	14	87·3	113	92	11	10	84·8	239	200	15	24	86·8
July	143	129	4	10	91·6	140	129	2	9	92·9	283	258	6	19	92·2
August	127	100	9	18	82·2	119	86	12	21	77·3	246	186	21	39	79·9
September	92	78	4	10	87·0	90	76	4	10	86·7	182	154	8	20	86·8
October	110	83	7	20	78·6	106	91	3	12	87·3	216	174	10	32	82·9
November	100	84	5	11	86·5	97	82	7	8	88·1	197	166	12	19	87·3
December	107	69	17	21	72·1	100	72	9	19	76·5	207	141	26	40	74·0
1908.															
January	106	80	7	19	78·8	100	76	6	18	79·0	206	156	13	37	78·9
February	105	80	12	13	81·9	105	88	5	12	86·2	210	168	17	25	84·0
March	106	76	12	18	77·1	101	83	9	9	86·6	207	159	21	27	81·8
Totals	1,355	1,080	97	178	83·3	1,295	1,062	83	150	85·2	2,650	2,142	180	328	84·2

Throughout the year bi-daily reports have been received by telegraph from 36 stations in the Dominion and from a large number of stations in the United States, the data thus obtained being used for the preparation of the weather charts on which the forecasts are based. Forecasts have been issued twice each day, at 10 a.m. and 10 p.m., the first issue usually covering the current day and the following day up to 8 p.m., and the second, the 24 hours beginning at 8 a.m. the following day. A table giving the percentage of verification of the 10 p.m. issue is given herewith.

Warnings of expected storms have been despatched to signal stations whenever it has been considered that occasion required it, and of the 2,306 warnings issued 2,165 or 93·9 per cent were verified.

During the winter season the central office has, as in past years, been constantly requested by the shippers of perishable goods to furnish special temperature forecasts and the value of such forecasts may be duly estimated from the ever increasing number of applications for them, clearly indicating that those interested, recognize their usefulness. Special forecasts of approaching snow and drift storms have during the winter been issued to the various Canadian railways—and appear to have been duly appreciated by the corporations concerned.

In July a very decided improvement was made in the publication of the daily weather map, the old system of manifolding by means of the mimeograph being discontinued—a combination of a chalk plate process and printing being substituted with most satisfactory results. The map as now issued is most creditable. Up to the middle of March the printing was done by the University Press, but has since been done in the Meteorological office where a printing press has been installed and a young printer employed permanently.

The publications of the Meteorological Service have been continued with regularity and, as indicated in my last report, have, in consequence of the largely increased number of reporting stations, entailed an amount of clerical work beyond the capacity of the ordinary office staff and it has been necessary to employ several temporary clerks for a few months. The annual climatical report for 1905 issued during the year is a volume of over 426 pages; it contains pages shewing the percentage of verification of meteorological forecasts; a table shewing the depth of snow on the ground on the last day of each month in the various parts of the Dominion; a table of phenological phenomena; a general summary of the weather of 1905; summaries and mean values of observations made at all Canadian meteorological stations during the year; results of magnetic observations made at Agincourt observatory, and finally, a paper on the Seiche on the great lakes—and a paper on Atmospheric Electricity by Professor W. J. Loudon of the University of Toronto. The large amount of labour entailed by this report results chiefly from the fact that nearly all observers simply record the reading of instruments and leave all reductions and determination of mean values to be done at the central office. The monthly weather map published promptly on the 3rd or 4th of each month shows the meteorological conditions of the month just closed as regards temperature and precipitation and seems to be much valued by agriculturists and others. The 'Monthly Review' is a more detailed review of the weather conditions of each month and includes a description of the movements of cyclones and anti-cyclones.

While the ordinary climatic and forecast work of the meteorological service has been carried on systematically throughout the year, investigation of the connection between meteorological conditions in Canada and those existing in other parts of the globe has been continued with energy.

With the double object in view of obtaining climatic data from Canada's north land and of obtaining continuous barometric observations from the northern portions of the continent, six stations lying between Ft. McMurray on the Athabasca river and the Arctic coast will within the next few weeks be supplied with full meteorological equipments. Investigation has so far led to a belief that the character of our Canadian

winters depends in a large degree on the intensity and position of the highest mean pressure over the continent and it does not seem improbable that it may be demonstrated that changes in these high pressures are related to atmospheric conditions over the equatorial regions.

It has been arranged that a meeting of meteorologists representing Great Britain and British Dominions shall be held in Quebec immediately after the close of the tercentenary celebration in July.

The importance of co-operation between different countries for the solution of the wider questions of meteorology has long been recognized on the continent of Europe and meetings of directors of meteorological institutions and observatories are held, from time to time, for the consideration of questions concerning joint action and uniformity of organization. The meetings are also found to be useful on account of the opportunity which they afford for the personal exchange of views and the comparison of experience of methods employed under various conditions of climate and of social surroundings.

Such international meetings have not yet been held outside Europe and the number of imperial or colonial representatives who attend them is very small, although the British empire includes the widest possible diversities of climate, and many of the most favourable positions for observations of international importance are on her soil.

The general object of the conference then will be to consider the best means of obtaining co-operation between the various meteorological organizations of the empire, and the advantages which are anticipated from the meetings are not only those that would naturally follow from an exchange of views as to methods of organization of the tabulation and publication of results. The development of the science in the direction of tracing the laws of sequence of seasons is altogether dependent upon the effective co-operation of workers over very wide areas. Such co-operation has already yielded results of great importance for countries bordering on the Indian ocean and the extension of such work is among the most important economic services that the study of meteorology can render to the countries concerned.

INSPECTION OF STATIONS.

As the accuracy of the forecasts and storm warnings issued from the central office depends to a large degree on the correctness of the information supplied by observers from the telegraph reporting stations, it has been considered advisable to make an annual inspection of these stations and this was done during last summer, omitting Dawson, Atlin and Barkerville as an official could not be spared for a sufficient length of time to reach these outlying points. Most of the storm signal display stations were also visited, as a strong effort is being made to have all masts and signals kept in thorough order and ready for immediate service. It has been found impossible in the past to make an annual inspection of meteorological stations of the second order, namely, those where observations of the highest and lowest temperature and the rainfall are recorded daily; but these stations are visited occasionally as imperfectly adjusted or inaccurate instruments, especially in the western provinces, result in unreliable reports.

SEISMOLOGY.

The seismographs at Toronto and Victoria, B.C., have been kept in operation throughout the year, and have yielded some very interesting data for seismological research. During the period 60 disturbances, large and small, have been recorded at Toronto and 63 at Victoria. Five were very large and two of a medium character.

The following tables shew the Greenwich mean time of the registration of the waves of some of the important disturbances.

Victoria.

Date.	P. Ts.	L. Waves.	Max.	Amplitude.	Ending.
	h. m.	h. m.	h. m.	Millimetres.	h. m.
Sept. 2	16 10·1	16 18·2	16 29·3	13·2	18 53·4
Oct. 16	14 2·2	14 8·5	14 11·3	18	2 37 3
Dec. 30	5 35·6	6 1·8	6 2·3	5·0	7 56·8
1908.					
March 26	23 10·9	23 21·9	23 25·9	17·0	2 19·9
" 27	3 54 9	4 7·1	4 11·9	17·0	6 5·9

Toronto.

Sept. 2	16 14·3	16 21·6 16 33·6	16 43·4	13·8	19 27·3
Oct. 16	14 4·8	14 13·3	14 18·5	20·	16 4·5
Dec. 30	5 34·1	5 41·5 5 46·7	5 49·5	7·9	8 15·0

Unfortunately the Toronto seismograph was dismounted during the very large Mexican earthquake of March 26th, 27th, preparatory to installing the instrument in another building. The disturbance of September 2 was caused by a submarine earthquake near the Aleutian Islands, and reports of it are very meagre. That of October 16, was apparently also submarine, the centre of the disturbance being somewhere near the Friendly Islands, but up to the present time no very definite information has been received. Scientific societies all over the world continue to shew an increased interest in seismology, and our Canadian observations are much valued by them in the discussion of the subject. Copies of large disturbances are forwarded to a number of societies, and in some instances the originals are loaned. Tabulations of all disturbances are forwarded to Prof. Milne, secretary of the Seismological Committee of the British Association to be considered together with reports received from a large number of places in different portions of the world. This committee deals extensively with the subject.

TIME SERVICE.

During the year ending March 31, 1908, sixty-one observations for time were made in the meridian with the transit instrument; of these 42 were stellar and 19 solar observations. The positions of the stars were, as usual, those given in the Berliner Jahrbuch.

The collimation of the transit instrument has been determined as usual by reversal on stars and micrometrical measurements on the collimating telescope. This error remains practically unchanged. The variation in the level error has been less than in the previous year. The stability of the pier remains very satisfactory.

The time exchanges with Montreal, Quebec and St. John have been carried on as usual and registered on the chronograph in Toronto. The error of the Toronto clock and of the timepieces used by the different observers elsewhere are computed from the latest observations. The sidereal and mean time clocks of the Toronto observatory with their various electrical appliances are in good condition, notwithstanding their unfavourable surroundings.

The following table shows the difference between the time determined at Toronto and that given at the various exchanges with Montreal, Quebec and St. John. The sign + indicates that the time sent from the different observatories was faster than that of Toronto.

Year.	Montreal.	Quebec.	St. John.*	
			From Toronto Chronograph.	From St. John Chronograph.
1907.	Seconds.	Seconds.	Seconds.	Seconds.
April 12	+0·02	−0·90	−0·28	−0·03
" 26	−1·30	−1 61	−1·09	−0·99
May 10	−0·32	−0·28	+0·01	+0·13
" 31	−0·26	+0·22	−0·02	+0·14
June 21	+0·28	+0·43	+0·24	+0·33
August 9	+0·07	−0·65	−0·22	−0·09
" 23	−0·25	−0·38	−0·18	−0·11
September 13	−0·04	+0·40	−0·03	+0 03
" 27	+1·18	−0·72	+0·08	+0·03
October 11	+0·28	+0·13	−0 18	−0·08
November 15	+0·31	−0·68	−0·76	−0·71
December 6	+0·21	−0·47	−0·43	−0·31
" 27		+1·50	−0·37	−0·42
1908.				
January 17	+0·61	−0·74	+0·24	+0·19
February 28	+0 10	−0·25	−0·21	−0 31
March 20	−0 38	−0·34	−0·14	−0·23

* The differences of the results at Toronto and St. John are due principally to wave and armature time.

Sun spot observations have been continued as usual, maps of the sun's surface four inches in diameter being made upon eighty-seven days.

On April 3, 1907, a rather large group appeared north of the equator well over the eastern limb, becoming central on the 5th and off the western limb on the 12th. From this date the sun had comparatively few spots on it until May 4, when a moderately sized spot appeared on the east limb, being south of the equator, and on the 7th, a small group developed due north of this spot close to the equator, both groups going around the western limb on the 15th.

On June 17, a very large group composed of two large spots with numerous small ones was seen on the sun south of the equator, finally going around the western limb on the 25th.

Scattered groups of small spots both north and south of the equator traversed the sun's disc up to October 14, when a rather large elongated group of spots appeared over the eastern limb just north of the equator and disappearing over the western limb October 26. This group appears to be the return of a group first noticed near the centre of the sun's disc on September 23. Again this group returned, becoming central November 15; its appearance being considerably altered becoming more compact. Another revolution witnessed its return in a scattered prolonged group being central on December 12.

The final revolution of this group saw it reduced to two moderately sized spots with two or three very small ones a little to the south. It became central on January 8, 1908, finally disappearing, and from this date to March 31, 1908, only a few scattered small spots were observed.

A most successful observation of the transit of Mercury across the disc of the sun was obtained at the observatory in Toronto. The 6-inch Cook refractor being used and the image of the sun was projected on paper and several drawings made. The sun was first sighted at 7h. 53m. 18 secs., 75th meridian time, and the planet was at once seen a little east of the vertical line and not far from the northern limb. Eight positions of the planet were marked on the image of the sun with their true times. The 75th meridian times at

	h.	m.	sec.	
Egress	8	48	20	Internal contact.
"	8	49	47	Central "
"	8	50	33	External "

The projected image of the sun was eight inches in diameter and the definition extremely fine. Near the sun's centre was seen a fine large group of sun spots and in the northwestern quadrant were two groups about to disappear around the western limb. Latitude 43° 39:36 N; and longitude 5h. 17m. 34:65 secs. W., being the position of the observatory.

VOLUNTEER OBSERVERS.

The country is indebted to volunteer observers for a large portion of climatic data used in the preparation of the Meteorological Reports and the Dominion is to be congratulated that it possesses so many persons, who in the interest of science, will devote so much time to the duties entailed in reading instruments and recording observations.

UNITED STATES WEATHER BUREAU.

I desire, finally, to express my entire appreciation of the cordial relations existing between the Meteorological Service and the United States Weather Bureau. All Communication have been characterized by the utmost courtesy and an evident desire for friendly co-operation in the solution of meteorological problems affecting this continent.

Respectfully submitted,

R. F. STUPART,
Director.

APPENDIX A.

METEOROLOGICAL SERVICE, ST. JOHN OBSERVATORY,
ST. JOHN, N.B., June, 1908.

R. F. STUPART, F.R.S.C.,
Director, Meteorological Service,
Toronto, Ont.

SIR,—I have the honour to present my annual report on the St. John Observatory for the fiscal year ending March 31, 1908.

Meteorological Service.—The usual meteorological observations have been continued without interruption or change. A new anemograph of improved construction was installed and is giving most satisfactory results. This, as well as the other recording and eye-reading instruments, is in excellent condition. The bi-daily observations made at 9 a.m. and 9 p.m., 60th meridian time, are promptly wired to the central office at Toronto. Commercial houses and transportation companies are frequently given information from our records to assist in adjusting claims for damage to perishable goods in transit, &c. The records are also occasionally required in the courts and evidence given in suits at law which partially or wholly hinge on prevailing weather conditions. In addition to our daily and monthly local reports the press frequently request special information during periods of extremes, heavy storms and other conditions of interest to the public.

Morning Weather Bulletin.—The weather bulletin has been promptly issued every week-day forenoon, has been distributed, displayed in public places and published by the evening press as heretofore reported. Forecasts and synopses continue of inestimable value to mariners, shippers, contractors and other various interests which depend upon the information contained in the bulletin for present and probable change of conditions.

The forecasts and storm warnings are telephoned to St. Martins and Point Lepreau and storm signals displayed when ordered by the central office. The public make free use of the telephone and requsts for information are received and answered at all hours.

Time Service of the Maritime Provinces.—Determination of clock errors and rates have been made by observations of stars with the meridian telescope nearly every fine night, the observations and clock comparisons being recorded on the chronograph as formerly reported. The time balls at St. John and Halifax have been dropped each week day at 1 p.m., 60th meridian time. The daily time signal is sent over the Western Union wires throughout the Maritime provinces for an interval of two minutes ending at 10 a.m. of the 60th meridian, is used by mariners at our seaports for rating their chronometers, and is the standard of time for all parts of these provinces. The transmitting clock that automatically sends out these signals is corrected very accurately by comparison with our standard clocks which have their errors and rates determined as above stated. At other times than 10 a.m. signals are sent on request by telegraph and telephone from the same clock, the beats from the relay being audible to a considerable distance through the telephone.

Wireless Time Signals.—The apparatus installed at Camperdown, N.S., to automatically repeat our 10 a.m. clock signals from the land line to wireless has been doing most satisfactory work. Information from navigators indicate that the signal is received distinctly and this method of sending the time most practical for checking ships' chronometers at sea.

Clocks.—The Riefler sidereal clock, No. 94, which is mounted in the constant temperature room in the basement and run under constant pressure, is the primary standard clock of the observatory. It continues to give most satisfactory results. The secondary standard Kullberg, No. 6752, is mounted in clock room with the Riefler. The transmitting clock as well as the master clock used for controlling and hourly correcting other clocks on circuit outside of the observatory are mounted in the office along with the chronograph and other electrical apparatus pertaining to the time service. The electric clock in the Western Union office at Halifax has been daily synchronized by wire from our transmitting clock. Return signals from this clock compared on the chronograph with our standard mostly show an inappreciable difference between the time of the two clocks.

Halifax Time Ball.—Early in the year you instructed me to have a new time ball tower and apparatus installed at the Citadel, Halifax, to replace the temporary apparatus in use there. At the close of the fiscal year the tower as well as the apparatus was under construction.

I have the honour to be, sir,
Your obedient servant,

D. L. HUTCHISON,
Director, St. John Observatory.

APPENDIX B.

QUEBEC OBSERVATORY,
QUEBEC, June 2, 1908.

To the Director,
Meteorological Service,
Toronto.

SIR,—I have the honour to transmit my annual report for the year ending March 31, 1908.

My duties at this observatory have remained the same and the usual observations were taken as heretofore at this station as well as on the citadel.

The time ball has been in good working order during the whole navigation season.

On many occasions during the past year, I have been asked by civil engineers, colonization agents and other parties to give information respecting precipitation and temperature in different parts of the province of Quebec. It seems that the establishment of few more stations of the third class would render valuable services to parties interested in colonization.

Without making any suggestions in the matter, I deem it my duty to draw your attention to the increasing number of queries on this subject to which I had to answer during the past few years.

I have the honour to be, sir,
Your obedient servant,

ARTHUR SMITH,
Director.

MAGNETIC OBSERVATORY.

Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the annual report of the Magnetic Observatory, Agincourt.

Mr. Menzies has been continued as observer in charge of this observatory and his assiduous attention to details of duty coupled with his skill as a mechanical expert, have led to exceedingly satisfactory results.

The self-recording instruments have been kept in continuous operation throughout the past year and the hourly ordinates obtained from the photographic traces of declination and horizontal force have been tabulated. Numerous determinations of the absolute values of the magnetic elements have been made and the all trace readings have been reduced to absolute values in C.G.S. units for publication. The increase in easterly declination continues at the rate of 4′ per annum; the dip has increased from 74° 32′·6 in 1903 to an average of 74° 37′·1 during the past three months. The total force has diminished from 0·61792 in 1903 to 0·61638 and the horizontal force from 0·16468 to 0·16349. Early in the summer Mr. Jackson was assigned for magnetic survey duty in the western provinces, and complete determinations of the magnetic elements were made at Edmonton, Calgary, Medicine Hat, Swift Current, Prince Albert, Battleford, Regina, Brandon and Fort William. It is proposed to extend this survey to the Gulf of St. Lawrence and possibly to the shores of the Hudson bay during the coming summer. It is felt that the magnetic survey of Canada, together with the meteorological equipment and maintenance of stations in the far north, are duties that Canada owes to international science.

I have the honour to be, sir,
Your obedient servant,

R. F. STUPART,
Director.

APPENDIX No. 9.

EXAMINATION OF MASTERS AND MATES.

OTTAWA, September 26, 1908.

G. J. DESBARATS, ESQ.,
Acting Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—I have the honour to submit the annual report of the work under my supervision in connection with the examinations of masters and mates throughout Canada for foreign-going and local certificates, also beg to attach the number of certificates issued by this branch of the department from April 1, 1907, to June 30, 1908.

In the course of the year, four new appointments have been made, the vacancies which have occurred through the resignation of officials, have been filled at Nelson, B.C., West Selkirk, Man., and Halifax, N.S. As no applications have been received for the offices at St. John and Kingston, they, therefore, remain vacant for the present.

A new office has been opened at Edmonton, where it was thought, owing to the development and the traffic on the lakes of the surrounding vicinity, such appointment was deemed necessary. In a very near future, an examiner will be appointed at Port Arthur.

You will be pleased to note that favourable comments have been made at frequent intervals in the course of the year by interested parties, that it is already noticed that our seamen are developing an ambition to perfect themselves in their profession.

Though a great number of failures have occurred which goes to demonstrate that the examiners generally are on the alert and following their duties conscientiously, yet those who have passed have shown without the least doubt that they had taken some trouble to study and make themselves conversant with those subjects so important in navigation such as the rule of the road, chart work, and the deviation and errors of the compass. The above remarks apply to our local certificates.

Respecting the foreign-going examinations, though there would seem a tendency of becoming fewer, owing to the alteration in our coasting laws, yet, I notice that the work in connection with these examinations performed by the candidates, are neat in appearance and are more systematically performed than heretofore, which is certainly an indication of betterment.

Our offices are now equipped with every object necessary to conduct examinations thoroughly and efficiently, which fact is deeply appreciated by our examiners.

A nominal monthly rent is paid for those offices which are absolutely for the examiners' use only, and by which the fear that the valuable instruments placed under the care of the examiners, are not tampered with by outsiders is eliminated.

A change in our coasting laws was made during last session, by which sailing vessels of a certain tonnage are exempted to comply with certain sections of the Shipping Act, at the same time the coasting limits were greatly extended, thereby enabling our products to be conveyed to certain foreign territories at a minimum expense.

I have the honour to be, sir,
Your obedient servant,

L. A. DEMERS,
Chief Examiner.

CERTIFICATES TO MASTERS AND MATES.

From April 1, 1907 to September 1, 1908, 14 masters, 28 mates and 33 second mates, foreign-going certificates were issued.

For the same period 240 masters, 131 mates received a certificate for coasting, inland and minor waters. There were also two certificates of service and 46 permits issued.

The number of candidates who failed in their examinations, was 14 for sea-going certificates and 75 for certificates, coasting, inland or minor waters.

From April 1 to September 1.	Masters.	Mates.	2nd Mates.	Failures.
Sea-going	14	28	33	14
Coasting, inland and minor waters	240	131	.....	75
Service	1	1		
Permits	46			
Renewals.				
Sea-going	3	2		
Service	3			
Coasting, inland and minor waters	22	5		
Service	13	4		

APPENDIX No. 10.

LIVESTOCK Shipments season 1907-1908, from the Port of Montreal.

Months.	Sheep.	Cattle.	Horsee.	Hay.	Grain.	Men.	U. S. Cattle.
1907.				Lbs.	Lbs.		
May	603	12,435	27	3,294,570	1,038,110	484	3,650
June	1,464	15,249	31	4,109,130	1,344,260	604	6,791
July	1,374	16,281	10	4,495,330	1,422,330	647	5,044
August	704	16,164	16	4,419,050	1,666,370	633	1,250
September	810	11,852	12	3,883,670	354,000	474	481
October	2,396	13,230	6	4,436,510	469,270	534	1,640
November	4,234	11,666	72	4,045,830	396,690	492	1,264
Totals	11,585	96,877	174	28,684,090	6,671,030	3,868	20,100

United States cattle included in the total of 96,877.

FROM THE PORT OF ST. JOHN, N.B.

Months.	Sheep.	Cattle.	Horses.	Hay.	Grain.	Men.	U. S. Cattle.
1907.				Lbs.	Lbs.		
December	2,368	4,022	1	1,435,360	97,700	171	66
1908.							
January	.....	2,668	12	815,520	188,300	106	1,748
February	1,800	5,124	14	1,560,420	445,599	220	3,437
March	.....	4,416	12	1,346,440	372,800	174	2,504
April	.....	3,379	12	926,790	307,617	143	1,549
May	.....	601	.....	168,200	47,900	21	.....
Totals	4,168	20,210	51	6,252,730	1,459,916	835	9,304

United States cattle included in the total of 20,210.

DIFFERENT Ocean Lines by which the Live Stock was shipped during season 1907-8, from Montreal.

Ocean line.	Sheep.	Cattle.	Horses.
Reford & Co.	743	30,932	68
Canada Pac. Ry. Line	7,467	30,075	17
Allan Line	....	15,835	48
Dominion Line	2,207	8,767	4
Leyland Line	1,056	7,367	..
Furness Withy Line	....	4,001	1
Elder Dempster Line	112	.....	36
	11,585	96,977	174

DIFFERENT Ocean Lines by which the Live Stock was shipped during season 1907-8, from St. John, N.B.

Ocean line.—The Canadian Pacific Railway Company Line, Donaldson Line, Manchester Liners. Totals, sheep, 4,168; cattle, 20,210; horses, 51.

TOTAL Shipments of Live Stock from Canada and Ports in Great Britain, &c., to which the Live Stock was shipped.

	Sheep.	Cattle.	Horses.
London	6,720	55,290	17
Glasgow	743	30,801	166
Liverpool	5,749	13,339	4
Bristol	2,247	12,397	..
Manchester	182	5,120	2
Newcastle	.....	240	..
South Africa	112	.....	36
	15,753	117,187	225

COMPARATIVE STATEMENT of the number of Cattle shipped from Canada to British ports from the year 1902-3 to 1907-8.

	Sheep.			Cattle.			Horses.			Totals.		
	Montreal.	St. John.	Halifax.	Montreal.	St. John.	Halifax.	Montreal.	St. John.	Halifax.	Sheep.	Cattle.	Horses.
1907-8	11,585	4,168	Nil.	96,977	20,210	Nil.	174	51	Nil.	15,753	127,187	225
1906-7	10,791	1,371	"	128,160	31,148	"	661	57	"	12,162	159,308	718
1905-6	19,077	3,971	"	126,871	33,543	1,042	568	79	"	23,048	161,456	647
1904-5	49,422	17,293	"	108,553	33,833	745	279	213	"	66,715	143,131	492
1903-4	57,741	23,428	1,475	133,594	25,855	5,456	361	31	31	82,644	164,905	423
1902-3	61,017	19,310	426	147,201	37,453	3,856	373	115	17	80,753	188,510	503

APPENDIX

CITADEL SIGNAL

YEARLY RECORD OF SHIPPING

Year and Month.	British Men-of-War.			Foreign Men-of-War.			1st Class Steamers.			2nd Class Steamers.		
	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.
1907.												
July				1	1		54	49	5	57	57	
August							47	47		48	48	
September	1	1		2	2		56	52	4	51	51	
October							55	50	5	50	50	
November	1	1					43	39	4	44	44	
December	1	1					50	50		47	47	
1908.												
January							60	57	3	49	49	
February							56	54	2	34	33	1
March							54	54		48	48	
April							72	70	2	41	41	
May	2	2					41	40	1	61	61	
June				1	1		44	41	3	65	65	
	5	5		4	4		632	603	29	595	594	1

Halifax, N.S.,
July 3, 1908.

No. 11.

STATION.

AS PER RECORD FOLIOS.

Ships, Barques and Barquentines.			Brigs and Brigantines.			Schooners, 3-Mast or Bearing Private Signals.			Monthly Totals.			Remarks.
Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	
4	4	.....	.....	.....	.....	7	7	.....	123	118	5	
2	2	.....	1	1	.....	.....	.....	.....	98	98	.....	
.....	.....	.....	.....	.....	.....	9	8	1	119	114	5	
1	1	.....	1	1	.....	1	1	.....	108	103	5	
2	2	.....	.....	.....	.....	4	4	.....	94	90	4	
1	1	.....	1	1	.....	3	3	.....	103	103	.....	
3	3	.....	1	1	.....	2	2	.....	115	112	3	
.....	.....	.....	1	1	.....	2	2	.....	93	90	3	
1	1	.....	1	1	.....	1	1	.....	105	105	.....	
1	1	.....	.....	.....	.....	5	5	.....	119	117	2	
1	1	.....	.....	.....	.....	6	6	.....	111	110	1	
2	2	.....	.....	.....	.....	4	4	.....	116	113	3	
18	18	.....	6	6	.....	44	43	1	1,304	1,273	31	

Total vessels reported 1,304
" arrived 1,273
" passed 31

(Signed) H. WALKEM, *Lieut. R.C.E.*,
Supt. Signal.

APPENDIX No. 12.

STATEMENT giving Names of Stations and Lightkeepers, &c., in the Dominion of Canada.

PRINCE EDWARD ISLAND.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Alberton Range	William Champion	Oct. 25, 1897	100 00
Block House	A. S. McNeil	Mar. 25, 1901	340 00
Brighton Range	James Lewis	" 1, 1899	100 00
Brush Wharf	D. W. McPherson	Jan. 13, 1899	70 00
Crapaud, Outer	Abner J. Howatt	July 22, 1893	100 00
" Inner	James Inman	Aug. 13, 1901	100 00
Cardigan River	John D. Morrison	" 15, 1901	100 00
Cape Bear	Luther Jordan	Apr. 12, 1905	375 00
Cape Egmont	Jos. J. D. Gallant	Oct. 21, 1902	200 00
Cape Tryon	William Bell	Mar. 17, 1905	200 00
Cove Head Range	John A. Kielly	Nov. 27, 1890	90 00
Darnley Range	Geo. W. Wigglns.	Oct. 16, 1896	125 00
Darnley Basin	Chas. Taylor	June 14, 1897	60 00
East Point	Lauchlin McDonald	Jan. 18, 1901	600 00
Fish Island	Patrick Gould	Dec. 7, 1906	225 00
Georgetown, Inner	Jesse G. Clark	Aug. 14, 1901	150 00
Georgetown Railway Wharf	John Westaway	Jan. 16, 1906	100 00
Grand River, East Lot 56	Alfred Robertson	Oct. 5, 1898	100 00
Grand Tracadie	John M. McDonald	May 24, 1901	100 00
Hazard, Inner Range	Angus Beaton	Nov. 21, 1902	60 00
" , Outer Range	Daniel McRae	Apr. 6, 1900	70 00
Indian Point	J. S. Allen	May 18, 1898	375 00
Little Channel	William Hardy	" 26, 1875	100 00
Murray Harbour, Inner	Robert Penny	Nov. 11. 1897	50 00
" , Outer	Lemuel McLeod	Dec. 21, 1897	50 00
Miminegash, Inner	Elijah Costain	May 18, 1906	60 00
" , Outer	Patrick O'Brien	" 14, 1897	60 00
New London	James H. McLeod	Jan. 29, 1896	125 00
North Cape	James Phee	Sept. 4, 1897	300 00
North Rustico	Jos. N. Pino	Feb. 6, 1897	125 00
Orwell	John McDonald	June 25, 1879	70 00
Point Prim	Donald Gillis	Dec. 10, 1897	300 00
Panmure Island	Colin Steele	June 3, 1901	250 00
Sandy Island, (Cascumpec)	Jas. C. Tuplin	May 5, 1897	300 00
Savage Harbour	Jas. A. McDonald	July 11, 1889	100 00
Sea Cow Head	M. P. O'Roneghan	Apr. 21. 1873	250 00
Souris, East	John D. Lavie	June 23, 1905	350 00
Summerside Wharf	John Fraser	Apr. 12, 1897	100 00
Summerside Range	George Stavart	Sept. 8, 1895	80 00
St. Andrew's Point	George Connor	June 3, 1901	150 00
St. Peter's Island	James W. Taylor	May 1, 1897	200 00
St. Peter's Harbour	Albert Anderson	July 25, 1900	130 00
Tignish Run	Agapè Gaudet	Aug. 30, 1897	130 00
Warren Farm Range	A. S. McNeil	May 16, 1907	100 00
West Point	William McDonald	Jan. 22, 1876	300 00
Wood Island	Roderick W. McKay	Apr. 11, 1899	250 00
Wood Island Range	James Young	Nov. 14, 1902	80 00
Wright's Range	Charles Wright	June 14, 1894	100 00

STATEMENT giving Names and Stations of Lightkeepers, &c.—*Continued.*

NOVA SCOTIA.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Abbott's Harbour Pole	W. H. D'Entremont	May 22, 1888	90 00
Advocate Harbour	John H. Morris.	Aug. 10, 1904	275 00
Amet Island	Lloyd Rogers	Nov. 11, 1902	450 00
Amherst Harbour Range	William Shea	May 21, 1908	150 00
Annapolis	Jos. McMillan	Mar. 1, 1908	100 00
Apple River Light & Fog Alarm	Hill E. Elderkin	" 31, 1905	700 00
Argyle	Chas. A. Amiro	Feb. 6, 1893	400 00
Arichat	Capt. Wm. Lavashe	Oct. 17, 1898	250 00
Arisaig	Hugh R. McAdam	Nov. 14, 1898	100 00
Baccaro	Wm. L. Smith	Jan. 9, 1907	450 00
Barrington Light Ship	Capt. Jno. H. Lyons	June 18, 1897	800 00
Battery Point	Henry Naas	Mar. 12, 1897	300 00
Bear River,	Wm. Hunt	Apr. 10, 1905	150 00
Beaver Harbour	L. G. Cameron	Feb. 15, 1902	150 00
Bear Island	Michael O'Brien	Dec. 7, 1906	300 00
Beaver Island	W. E. O'Leary	Feb. 22, 1900	400 00
Belliveau Cove	J. H. Belliveau	" 16, 1889	80 00
Betty Island	P. E. Christian	June 29, 1904	500 00
Bird Island	H. C. McKay	May 21, 1901	450 00
Black Rock	Chas. Robinson	Mar. 16, 1885	330 00
Black Rock Point	M. D. Morrison	June 8, 1892	250 00
Boar's Head	F. Ruggles	May 24, 1901	350 00
Bass River	David Vance	Oct. 24, 1907	100 00
Bon Portage	Angus Greenwood	Jan. 14, 1907	350 00
Briar Island Light	J. N. Peters	June 6, 1901	400 00
Briar Island Fog Alarm	B. H. Morrell	" 6, 1901	400 00
Brooklin Pier Pole	F. F. Gardner	Feb. 6, 1885	100 00
Bunker's Island	T. F. Doane	July 27, 1904	350 00
Bunker's " , North End	Jas. H. Schoville	Jan. 16, 1907	200 00
Budget	Freeman Pride	Dec. 7, 1905	200 00
Burnt Coat	Wm. Y. Falkner	June 22, 1898	250 00
Bourgeois Inlet	Martin Burke	Dec. 1, 1902	60 00
Bunker Island, n. end	James H. Schoville	Jan. 16, 1907	200 00
Campbell's Island	John A. McDonald	Feb. 16, 1907	120 00
Candlebox Island	Benjamin Leblanc	Nov. 1, 1892	300 00
Canso Harbour	Joseph Long	Dec. 31, 1896	250 00
Canso Harbour, False Passage	Joseph Long	Aug. 4, 1903	50 00
Canso Harbour Range	Wm. J. Mathews	Dec. 17, 1904	200 00
Cape D'Or Fog Alarm	F. H. Dewis	April 13, 1898	800 00
Cape Fourchu Light and Fog Alarm	F. S. Doane	Dec. 31, 1904	1,000 00
Cape George	John Murray	Nov. 3, 1882	200 00
Cape La Ronde	John J. Mauger	Nov. 16, 1898	300 00
Cape North	Norman McLeod	Oct. 14, 1899	400 00
Cape Roseway Light and Fog Alarm	John L. McKenna	Mar. 31, 1899	800 00
Cape Sable Light and Fog Alarm	Arthur Cunningham	July 16, 1902	800 00
Cape Race Light and Fog Alarm	John Myrick		1,800 00
Cape St. George	Alex. L. McEachern	Sept. 8, 1898	450 00
Cape St. Lawrence	Chas. Jamieson	" 21, 1893	400 00
Cape St. Mary's	Benj. H. Robichau	July 5, 1886	350 00
Cape Sharpe	Freeman Yorke	June 30, 1902	750 00
Canning River, Inner	Fred Clarke	April 29, 1902	100 00
" Outer	Fred Bishop	" 23, 1904	100 00
Cariboo Island	D. Falconer	Dec. 20, 1902	300 00
Carter's Island	Robert McDonald	Jan. 4, 1886	275 00
Caveau Point Range	Germain Chaisson	Aug. 20, 1897	150 00
Charlo Cove Light	Stéphen C. Richard	Nov. 4, 1901	120 00
Chebucto Head Light and Fog Alarm	Capt. Richard Holland	Oct. 1, 1906	800 00
Chester Ironbound	Uriah Young	Feb. 15, 1884	400 00
Cheticamp	Marcelin Muise	Nov. 27, 1896	300 00
Cheticamp Range	Philip Burgeois	May 23, 1898	150 00
Church Point	J. H. Saulnier	Aug. 8, 1878	200 00
Clarke's Cove	Roderick McDonald	April 2, 1904	100 00
Coffin's Island	Chas. M. Firth	June 30, 1880	400 00

STATEMENT giving Names and Stations of Lightkeepers, &c.—*Continued.*

NOVA SCOTIA—*Continued.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Coldspring Head	L. Brownell.	Mar. 27, 1901.	120 00
Cole Harbour	Wm. M. Munro	April 23, 1907.	50 00
Cole Harbour Range	Geo. C. Jamieson	Oct. 21, 1898.	150 00
Country Harbour	Henry Burke	June 11, 1902.	400 00
Cranberry Island Light and Fog Alarm	James P. Hanlon	April 10, 1905.	850 00
Creighton's Head	H. H. Creighton	May 6, 1874.	200 00
Cross Island Light and Fog Alarm	W. H. Wynacht	April 13, 1898.	800 00
Croucher's Island	Geo. Croucher	Jan. 31, 1883.	300 00
Crotch	C. J. O. Hanley.	May 6, 1906.	200 00
Dartmouth	Wm. Patterson	June 3, 1903.	100 00
Devil's Island	W. G. Fulker	May 3, 1886.	420 00
Digby Pier Pole	Edwin Beaman	" 29, 1897.	100 00
Dover Harbour	Edward Morash	Oct. 1, 1906.	200 00
Duffus Point, Inner	Alex. Fraser	Jan. 13, 1903.	125 00
" Outer	M. McLean	" 13, 1903.	125 00
Economy Pole	Ingersoll McLellan	May 16, 1899.	*6 00
Egg Island	Jos. B. Stoddard	" 6, 1907.	500 00
Eddy Point	Edward Mundell	July 28, 1903.	400 00
Fish Island, Tusket River	Severin LeBlanc	" 1, 1889.	250 00
Flint Island	Michael Brean	Aug. 20, 1904.	450 00
Fourche Head Light	Albert Hooper	May 18, 1908.	120 00
Fort Point	J. E. Misener.	" 16, 1896.	150 00
Freestone Island	Michael Sampson	" 11, 1907.	150 00
Fisherman's Harbour	Theodore Beiswanger	Dec. 8, 1905.	150 00
Gabarouse	John Hardy	Nov. 22, 1890.	200 00
Gilbert Point	Jos. W. Melanson	Aug. 18, 1894.	300 00
George's Island Light and Fog Bell	Robt. Ross	Jan. 18, 1876.	250 00
Gillies Point	Hector McLean (M's Son)	Dec. 18, 1897.	150 00
Glasgow Point	Abram Clory	July 25, 1894.	150 00
Grandique	Daniel Clough	July 4, 1884.	60 00
Grand Etang	Severin B. LeBlanc	Mar. 25, 1905.	60 00
Grand Passage Brier Island	Chas. Buckmen	Jan. 7, 1901	250 00
Green Cove	A. J. Sallown.	Dec. 28, 1900.	200 00
Granville Centre	Henry Rooney	Feb. 24, 1904.	75 00
Green Island	Wm. A. Duann	May 12, 1903.	500 00
Gull Rock	L. D. Orchard	Jan. 1, 1877.	400 00
Guyon Island	Jos. W. Hardy	" 30, 1903.	400 00
Glace Bay Range	Michael McNeil	Nov. 19, 1907.	75 00
" "	Angus McFarlane	" 19, 1907.	75 00
Guysboro	Moses C. Scott	April 19, 1884.	300 00
Harbour au Bouche	Capt. Patrick Webb	Feb. 19, 1896.	250 00
Hawke Island	Bartholomew Boudrot	Dec. 7, 1904.	250 00
Herring Cove	Wm. Brackett	Aug. 28, 1897.	100 00
Henry Island	D. A. McLennan	" 1, 1907.	400 00
Highland Village	W. A. Hennesy	May 6, 1905.	25 00
Hobson's Island	John D. Smettzer	April 10, 1900.	300 00
Horton Bluff	Mrs. S. M. Rathburn	Sept. 3, 1879.	250 00
Hubbards Cove	Albert S. Coalin	Oct. 31, 1903.	250 00
Harbour Island	Chas. D. Hodgson	June 16, 1908.	250 00
Indian Harbour	Henry Boutilier	June 6, 1901	150 00
Ingonish	Robt. V. Warren	Sept. 17, 1903.	360 00
" Harbour	Matthew Hawley	May 13, 1897.	140 00
Ironbound Island	Howard M. Wolf	June 22, 1895.	250 00
Isaac's Harbour	Ira L. Griffin	April 28, 1894.	200 00
Isle au Haute	Percy E. Morris	Aug. 2, 1904.	500 00
Iona	F. X. S. McNeil	Nov. 16, 1901.	120 00
Jeddore Rock	John W. Mitchell	Sept. 29, 1882.	400 00
Jeddore Harbour Range	Jeremiah Harpell, jr	Jan. 21, 1901.	200 00
Jerome Point	Kenneth McAskill	July 30, 1901.	250 00
Jerseyman's Island	Alphonse Theriault	" 1, 1905.	300 00
Jordon Bay	John Frederick	Dec. 19, 1906.	100 00
Kidstone's Island	Donald McRae	May 17, 1892.	200 00

* Per month during season of navigation.

STATEMENT giving Names and Stations of Lightkeepers, &c.—*Continued.*

NOVA SCOTIA—*Concluded.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Kingsport	C. H. Huntley	June 30, 1890	100 00
Ketch Harbour	Chas. Martin	May 19, 1905	80 00
La Have	W. H. Palmer	" 22, 1878	200 00
Lingan Head	John Walsh	July 4, 1904	200 00
Liscomb	James Henlow	Jan. 2, 1908	300 00
Little Dyke	S. Stewart	May 1, 1906	25 00
Little Hope	Jason Payzant	Oct. 22, 1901	500 00
Little Loraine Harbour	Patrick Gallant	Jan. 19, 1900	80 00
Little Narrows	Alex. W. Ross	May 23, 1902	120 00
Louisburg	Philip Price	Nov. 8, 1897	350 00
Louisburg Harbour Range	Thomas Corrington	Oct. 6, 1897	200 00
Louisburg Fog Alarm and Signal Station	D. A. Campbell	Mar. 20, 1902	1,120 00
Low Point	John G. Peters	Oct. 1, 1865	460 00
Low Point Fog Alarm	Thos. O'Neil	May 2, 1904	500 00
Mabou, Outer	E. Doyle	June 14, 1897	70 00
" Inner	Roderick McLean	Dec. 7, 1906	50 00
Main à Dieu	John Pope	Sept. 11, 1902	*300 00
Margaree	John A. McRae	Feb. 28, 1907	400 00
Margaree Harbour, Inner	R. McLellan	June 8, 1901	50 00
" Outer	Miles Dunn	May 12, 1903	50 00
Margaret's Bay	Albert Pearl	Dec. 29, 1873	500 00
Margaretsville	Mrs. Ruth Early	Feb. 19, 1887	230 00
Marie Joseph	John Baker	Jan. 6, 1905	325 00
Marjories Island	Norman McDonald	July 4, 1884	100 00
Masstown Pole	G. W. Vance	June 29, 1898	25 00
Mauger's Beach Light and Front Light	Wm. Iceton, sen	July 6, 1903	800 00
Meteghan	L. C. Comeau	Oct. 12, 1875	100 00
Moser's Island	Samuel Moser	Nov. 6, 1885	350 00
Mullin's Point	James Mullins	June 8, 1892	200 00
Munro Point	Malcolm Buchanan	Oct. 25, 1905	150 00
McKenzie's Point	Hector McRae	Aug. 20, 1890	160 00
Musquodoboit Harbour Range, 'B'	John Kent	Apr. 29, 1904	100 00
	Fred. Kent, assistant	Mar. 11, 1908	50 00
" " 'F'	Jeremiah Kent	Apr. 29, 1904	125 00
McNeil's Beach	Lauchlin McNeil	Aug. 6, 1884	60 00
McMillan's Point	John J. Chisholm	Dec. 2, 1905	150 00
McNab's Island	Mathew Lynch	June 23, 1905	350 00
Negro Harbour Range	Levi Perry	" 17, 1899	250 00
Negro Island	Byron Nickerson	July 26, 1897	300 00
Neil Harbour	A. A. Buchanan	Aug. 14, 1899	150 00
North Canso	Robie McKay	Feb. 4, 1882	350 00
Noel	Geo. C. Davidson	Apr. 25, 1906	112 50
Ouitique Island	Fred. A. Burke	Feb. 16, 1907	350 00
Page Island	Alfred M. Powell	Dec. 5, 1905	200 00
Parrsboro'	William Pettis	" 6, 1888	375 00
Pease Island	Thos. Baker	May 19, 1879	350 00
Peggy's Point	Sydney H. Garrison	Dec. 22, 1902	350 00
Pennant	P. A. Gray	June 30, 1903	100 00
Petite de Grat	E. Landry	Feb. 23, 1897	200 00
Pictou Bar	Wm. Munro	Nov. 22, 1890	460 00
Pictou Custom House	Chas. Bone	June 14, 1907	100 00
Pictou Island	Andrew McFarlane	" 8, 1892	400 00
Pictou Island Pier, west end	Chas. D. Patterson	Mar. 29, 1905	400 00
"	Hugh McLean	June 24, 1905	100 00
Pictou Harbour Range	David Lowden	July 12, 1897	150 00
Piper's Cove	John C. McNeil	Dec. 18, 1897	120 00
Point Aconi	John Charles Bonner	Nov. 6, 1903	200 00
Point Edward, Front	J. B. Rudderham	Jan. 15, 1905	250 00
" Back	A. J. Lewis	May 22, 1905	150 00
Point Prim Light, Fog Alarm, Digby	W. E. Ellis	Mar. 8, 1875	800 00
Point Tupper	Duncan Gillis	Apr. 1, 1906	300 00
Pomquette Island	M. Murphy	Dec. 18, 1890	350 00

* Temporary keeper.

STATEMENT giving Names and Stations of Lightkeepers, &c.—*Continued.*

NOVA SCOTIA—*Continued.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Port au Pique	Sam Creelman	May 2, 1901	25 00
Port Bickerton	Theodore O'Hara	Jan. 26, 1901	150 00
Port Felix	W. C. Boudrot	July 16, 1902	250 00
Port George	Geo. M. Foster	Nov. 19, 1897	100 00
Port Greville Range	Ernest A. Hatfield	June 29, 1908	180 00
Pope's Harbour	Jas. Bollong	Aug. 6, 1877	300 00
Port Hood	J. Allan McDonald	May 10, 1880	280 00
Port Hubert	Watson Burgess	July 26, 1892	150 00
Port Mouton	J. Oscar Campbell	Apr. 29, 1898	300 00
Port Medway	Israel C. Foster	Oct. 13, 1892	260 00
Port Medway Harbour	Samuel T. Foster	Feb. 17, 1899	100 00
Port Lorne	George D. Corbett	May 31, 1904	260 00
Pubnico	Geo. D. Amero	Feb. 6, 1893	240 00
Pugwash	Murdock McLeod	Dec. 10, 1897	300 00
Queensport	W. E. Ehler	Aug. 13, 1906	300 00
Quaker's Islands	Wm. A. Mitchell	Feb. 19, 1896	200 00
Red Island	John F. Campbell	Nov. 30, 1901	120 00
*Sable Island Humane Station	R. J. Boutillier, supt.		700 00
St. Ann's	Alex. Nicholson	June 5, 1905	140 00
†St. Paul's Island	John M. Campbell, supt.		700 00
St. Esprit	Alex. W. Finlayson	Apr. 12, 1905	400 00
St. Paul's Island, West Point	John McKenzie		400 00
St. Paul's Island Fog Alarm	M. J. McLeod	July 10, 1906	500 00
St. Paul's Island, N. E. Point	John Rose		400 00
Salter's Head	Callo Smith	June 21, 1888	60 00
Sambro Light and Fog Alarm	Alfred Gilkie	Jan. 8, 1867	800 00
Sambro Harbour Light	John H. Findlay	Dec. 7, 1899	100 00
Sambro Inner Island Light	Ephraim Smith	Jan. 3, 1900	100 00
Scattarie Light and Fog Alarm	John T. Martell	July 30, 1897	800 00
Seal Island Light and Fog Alarm	John Crowell	Oct. 14, 1899	800 00
Seal Island Pole	Simon Joyce	July 4, 1884	150 00
Shafner's Point	Jacob W. Roblee	May 29, 1897	150 00
Sheet Rock	D. A. McCarthy	Jan. 1, 1906	500 00
Sheet Harbour Passage	James Wambolt	May 11, 1887	50 00
Sand Spit (Shelburne Harbour)	Jas. G. Stephens	Mar. 11, 1903	280 00
Ship Harbour (see Port Tupper).			
Shule Harbour	Capt. Clifford Patterson	Oct. 26, 1905	200 00
Sissiboo	Jas. Amirault	July 11, 1899	200 00
S. E. Beaver Island	Theodore Sampson	Oct. 13, 1892	80 00
Spencer's Island	Baxter McLellan	July 21, 1904	100 00
Spencer's Point	R. A. Spencer	Apr. 1, 1870	125 00
Stoddart's Harbour	Ephraim Larkin	Mar. 18, 1806	200 00
Sydney Bar	George Nunn	June 20, 1872	300 00
Terrence Bay	Samuel P. Slaunwhite	Oct. 13, 1903	100 00
Three Top Island	W. L. Munroe	" 28, 1879	325 00
Tor Bay	Jas. M. Webber	May 10, 1898	300 00
Troop Point	Ralph Troop	Jan. 23, 1906	100 00
Victoria Beach	James Hinds	Mar. 7, 1901	100 00
Wallace Harbour	George Boyle	July 13, 1903	150 00
Walton Harbour	Lewis E. Burgess	" 13, 1903	150 00
Wedge Island	Wm. R. Church	Mar. 27, 1907	400 00
West Head Barrington	Wm. B. Smith, jun	Apr. 12, 1890	200 00
West Arichat Range, Front Station	Edward Delory	Sept. 1, 1904	100 00
" " Back Station	Michael Gerrior	" 1, 1904	100 00
Westhaver's Island	Alfred Strum	" 25, 1888	200 00
Westport	E. W. Suthern	Apr. 12, 1890	350 00
Whitehead	Capt. Jas. Wells	Oct. 20, 1897	510 00
Whycocomah	Murdock Matheson	Sept. 11, 1884	60 00
Wood's Harbour	Jas. E. Goodwin	Aug. 27, 1900	200 00
Wolfville	J. L. Franklin	Apr. 4, 1902	100 00
Wolf Point	Howard Palmer	Oct. 14, 1899	250 00
Yarmouth Harbour (see Bunker Island)			

*With board for self, family and assistants and allowance for salaries of staff. † With 5 boatmen at $32 per month.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Lightkeepers, &c.—*Continued.*

NEW BRUNSWICK.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Anderson's Hollow Light	Aron B. Copp	Mar. 30, 1903	100 00
Beaver Harbour	J. Melvin Eldridge	May 2, 1904	250 00
Beacon (St. John Harbour)	Wilson Gregg	Nov. 4, 1901	350 00
Bliss Island	James H. McLeod	Oct. 17, 1900	375 00
Bathurst	Geo. C. Sutherland	Mar. 20, 1882	200 00
Belyea's Point	Mrs. Westfield A. Day	Nov. 21, 1906	90 00
Bay du Vin	James Chapman	July 24, 1882	200 00
Buctouche Beacon	H. B. Robicheaud	June 21, 1884	150 00
" Bar	Jadus P. Cormier	July 26, 1902	200 00
Big Duck Island Fog Alarm	Rupert Burnham	June 25, 1906	550 00
Bridge's Point Light	Robert Upton	Sept. 11, 1899	80 00
Belle Isle (Hatfield's Landing)	Thos. W. Spragg	June 27, 1903	80 00
Bellony Point	Edward H. Egan	May 17, 1902	100 00
Black Lands Gully	Urbain Daigle	" 28, 1903	100 00
Cape Enrage Fog Alarm and Light	James G. Barbour	" 11, 1888	800 00
Cape Jourimain	A. P. Bent	Jan. 26, 1901	300 00
Cape Tormentine	J. R. Barry	Mar. 26, 1906	125 00
Caraquet	G. Laintaigne	June 16, 1888	200 00
" Lower Light	Frederick F. Doucet, jr.	Oct. 14, 1903	50 00
" " "	Patrice L. Legere	" 14, 1903	50 00
Cox's Point	Alexander McBain	May 6, 1898	80 00
Cassie's Point	Charles LeBlanc	" 4, 1872	250 00
Cape Spencer	Fred. F. Blacklock	Mar. 23, 1888	400 00
Cherry Island Alarm	Harry Chaffey	Aug. 7, 1903	150 00
Cocagne Range	Dominique Goguen	Oct. 14, 1907	150 00
Church Point (Buctouche)	D. O. Maillett	July 7, 1883	150 00
Dalhousie	James Arseneaux	June 18, 1894	100 00
Dipper Harbour	Fenwick Belmore	Mar. 12, 1895	100 00
Douglas Island and P.W. Montgomery's Isld.	Henry McNeil	Jan. 1, 1880	250 00
East Hd. Musquash	Chas. P. Hamm	" 14, 1879	300 00
Escuminac Alarm and Light	Kenneth R. McLennan	Mar. 7, 1892	750 00
Fox Island, Upper, and Light	Seymour Williston	June 4, 1902	300 00
" Lower	George Mills	" 23, 1897	200 00
Fanjoy's Point	William Fanjoy	Dec. 15, 1897	80 00
Flewelling's Wharf	Mary Flewelling	April 12, 1890	80 00
Fort Folly	Amos. P. Belliveau	June 23, 1903	225 80
Gagetown	Fraser Fox	April 22, 1904	80 00
Grindstone Island Alarm	James R. Russell	Jan. 13, 1899	700 00
Gannet Rock	Coleman Dalzell	July 1, 1904	550 00
"	Thomas Butler, Asst	May 1, 1907	460 00
Green Head	Thos. E. Looney	July 14, 1886	200 00
Grant's Beach	John Delaney	Oct. 7, 1880	125 00
Gull Cove	Lewis Frankland	Nov. 14, 1902	100 00
Goose Lake	John D. Brune	May 15, 1888	*250 00
Grand Harbour	Lloyd C Dakin	" 2, 1904	400 00
Grand Manan Fog Alarm	George T. Tatton	Oct. 16, 1866	750 00
Gray's Landing	B. F. McCutcheon	Mar. 6, 1907	70 00
Head Harbour Light and Fog Alarm	Warren Fitzgerald	June 29, 1904	300 00
Heron Island	John A. D. Robertson	April 1, 1902	200 00
Hendry's Farm Washedemoak Light	Miss A. M. Hendry	Mar. 15, 1899	80 00
Hay Island	Joseph Allain	May 21, 1895	150 00
Harper's Point	Lawrence Blakley	Sept. 9, 1887	75 00
Hampstead	Edgar B. Palmer	Nov. 6, 1900	80 00
Indian Point	John De Grace	June 4, 1889	150 00
Jemseg	Geo. F. Nevers	Nov. 24, 1884	80 00
Letete Fog Alarm	Sydney Dines	Mar. 27, 1907	580 00
Letete Light	Sydney Dines	" 26, 1907	50 00
Light Ship (Miramichi)	Capt. Robt. McLean	April 12, 1902	**700 00
Little Belledune (Miscou Gully)	J. A. Roberty	Feb. 21, 1905	250 00
Little Shippigan	Robt. McConnell, jr,	Sept. 9, 1887	100 00
Long Point Bellisle Lt	James A. Bates	June 1, 1907	80 00
Machias Seal Island Light and Fog Alarm	W. L. Harvey	July 8, 1904	1,000 00
Midgic Bluff Light	Arthur Henderson	Oct. 4, 1894	200 00

*Allowance of $300 for assistance. **With board for self, family and assistants and salaries of staff.

STATEMENT giving Names and Stations of Lightkeepers, &c.—*Continued.*

NEW BRUNSWICK—*Continued.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Miscou	Joseph L. Robichaud	Nov. 11, 1902	800 00
Musquash	R. P. McDonald	Jan. 28, 1901	80 00
Middle Island	Michael Murray	April 10, 1902	200 00
Mark's Point	Wm. Maloney	Nov. 7, 1903	120 00
McMann's Point	Harvey R. McMann	Jan 2, 1901	80 00
Mulholland's Point	Alvin Parker	June 13, 1901	200 00
Neguac	John Robinson	" 30, 1895	240 00
Neguac Range	Chas. McIntosh	Dec. 10, 1892	100 00
Negro Head Submarine Bell	Alfred Spence		250 00
Negro Town Point	E. Ross	Mar. 5, 1878	400 00
Newcastle	Blackstock Matheson	April 18, 1898	100 00
Oak Point, St. John River Light	Mrs. Bessie May Francombe	Dec. 20, 1907	80 00
Oromocto Shoals Light	R. Brennan	Mar. 18, 1903	80 00
Oak Point (Miramichi) Light	John Bowie	June 2, 1906	160 00
Partridge Island Light and Fog Alarm	Hugh Andrews	May 1, 1906	1,200 00
Pokemouche Light	Michael Hayden	Oct. 17, 1888	300 00
Portage Island	Peter Morrison, Jr.	May 17, 1892	300 00
Pt. Lepreaux	Robert L. Belding	June 30, 1905	450 00
Pt. Lepreaux Fog Alarm	Frank Franley	" 30, 1905	900 00
Pea Point Light	Elias C. Dickson	Nov. 16, 1898	250 00
Passamaquoddy Bay Light, West	Joseph Kilpatrick	Feb. 3, 1898	450 00
" " East	Theobald Rooney	Jan. 1, 1896	350 00
Preston's Beach	Stanislaus Preston	July 11, 1889	125 00
Petit Rocher	J. B. Boudreau	Feb. 26, 1896	150 00
Poquesuide Light	Octave Hachey	July 12, 1881	180 00
Palmer's Point	Robert E. Pickett	May 11, 1897	80 00
Pointe Brulee	Frank Gould	Jan. 13, 1899	70 00
Pointe du Chene	Thomas Harts	Feb. 17, 1905	80 00
Pointe Sapin	Victor Daigle	May 28, 1903	25 00
Perry's Point	John Carney	Sept. 25, 1900	80 00
Quaco	Charles Brown	Nov. 25, 1884	400 00
" Breakwater	Fred M. Cochran	Mar. 25, 1892	100 00
" Fog Alarm	L. B. Bradshaw	Aug. 2, 1887	400 00
Robertson's Point	Chas. W. Robertson	June 30, 1897	80 00
Richibucto	Peter F. Richard	May 30, 1895	185 00
" Beacon	Jude Robichaud	June 16, 1902	200 00
" Bar	Joseph F. Richard	June 16, 1902	150 00
Railway Wharf, Moffat's Ledge	Geo. Cumming	Jan. 1, 1880	100 00
South Tracadie	Wm. C. Ferguson	Mar. 23, 1898	150 00
Swallow Tail	Geo. Y. Dalzell	Mar. 18, 1893	400 00
St. Andrew's	W. J. Pendlebury	April 10, 1889	250 00
Spruce Point	Bertie G. Hannah	Sept. 15, 1892	120 00
Sand Point	Richard Wagner	June 7, 1883	80 00
Shediac	M. Robinson	Dec. 29, 1873	250 00
Southern Wolf	Ethelbert Wright	Mar. 6, 1906	500 00
Shippigan	Adelard Savoie	April 2, 1906	350 00
Sheldrake Island	Duncan Morrison	Feb. 25, 1880	300 00
South West Head	Clyde S. Ingersoll	July 10, 1907	500 00
Stonehaven	Mrs. Elizabeth Scott	July 8, 1904	100 00
The Cedars	Forrest Williams	May 11, 1897	80 00
Tracadie	Fabien D. Basque	Aug. 20, 1904	275 00
Tiner's Point Fog Alarm	Alfred Splane	Aug. 21, 1905	750 00
Wilmot's Bluff	J. H. True	Sept. 12, 1899	80 00
Ward's Point	Edwin Lockhart	Oct. 20, 1903	80 00
Washademoak Lake	See Hendry's Farm		

BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC.

Algernon Rock	Geo. Leclere	July 30, 1901	200 00
Amherst Island	Wm. Cormier	April 26, 1871	350 00
Anticosti, east point	Christopher Hubert	July 27, 1907	600 00
Anse St. Jean	F. Lavoie	Mar. 13, 1889	40 00

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Lightkeepers, &c.—*Continued.*

BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—*Continued.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Anticosti, south point	Emile Laprise	April 18, 1903	800 00
" south west point	Z. Lemieux	July 10, 1900	700 00
" west point	Alf. Malouin	July 1, 1877	850 00
Ash and Bloody Islands Range	Jas. Alex. McGee	May 26, 1903	200 00
Barachois de Malbaie	F. X. Lemieux	Mar. 6, 1903	60 00
Barre à Boulard	Nap. Daigle	May 28, 1904	200 00
" "	Phileas Abel	June 23, 1903	75 00
Batiscan "F"	L. Fugère	April 29, 1868	80 00
" "B"	Jos. L. Brunelle	April 27, 1905	80 00
Becancour "F"	Omer Gingras	Oct. 24, 1905	150 00
" "B"	A. Tourigny	Oct. 24, 1905	100 00
Bellechasse	Jos. Bilodeau	June 15, 1903	350 00
Belle Isle	Jean Louis Thibadeau	Oct. 25, 1907	1,600 00
" north-east point	Paul Thomas	July 8, 1904	1,100 00
Belle River Park	Chas. Roy	Aug. 5, 1904	200 00
Bersimis	Henri Grenier	Aug. 8, 1903	100 00
Biequette	Louis Pinault	Oct. 6, 1900	700 00
Bird Rocks	W. Bourque	Nov. 15, 1905	1,300 00
Boucherville	Hiliodore Carrière	Aug. 26, 1903	80 00
Brandy Pots	Alphonse Richard	Oct. 7, 1878	400 00
Bryon Island	Procule Chevrier	June 23, 1905	400 00
Cap aux Corbeaux	Edward Coudé	Oct. 26, 1905	70 00
Cap au Saumon	Louis Bouchard	May 16, 1896	600 00
Cap aux Oies	Capt. Thos. Tremblay	May 1, 1888	250 00
Cap Bauld	Edmond Fontaine	Sept. 1, 1905	800 00
Cap Charles "B"	Amédée Baron	June 26, 1901	90 00
" "F"	Alcide Boisvert	July 26, 1901	150 00
Cap Chatte	Luc Coté	Dec. 3, 1901	500 00
Cape Despair	Charles Bourget	Nov. 1, 1897	400 00
Cape Gaspé	Frs. Le Huquet	Oct. 22, 1896	650 00
Cap Magdeleine "B"	J. F. Sasseville	June 9, 1886	700 00
" (A) "F"	Moise Hebert	May 11, 1888	80 00
" (A) "B"	G. Vaillancourt	Oct. 1, 1905	100 00
" "F"	Pierre Toupin	April 26, 1905	80 00
" Upper Lts. B	Elzéar Beaumier	Oct. 1, 1905	100 00
" Village Range	Ernest Lacourse	Mar. 13, 1906	200 00
Cap Norman	J. W. Campbell	April 12, 1890	720 00
Cape Ray	E. H. Rennie	Oct. 19, 1884	800 00
Cap Rosier	Eug. Costin	Nov. 4, 1890	800 00
Carleton Point	Louis Bujoid	May 25, 1899	300 00
" Wharf	Francis Cullen	July 12, 1907	75 00
Champlain "B"	Louis Bertrand	Sept. 12, 1902	60 00
" "F"	Philippe L. Carignan	Oct. 1, 1902	80 00
Chambly Basin Range Lights	Jos. de Senneville	May 23, 1907	150 00
Chambly Canton Range Wharf	Joseph Savage	July 10, 1907	225 00
Chicoutimi Lights—			
Chicoutimi Wharf	André Harvey	May 30, 1889	40 00
Riviere Caribou "B"	H. Simard	Mar. 1, 1905	50 00
" "F"	John Savard	Mar. 1, 1905	50 00
Riviere du Moulin "B"	Luce Gourdeau	May 9, 1905	50 00
" " "F"	George Tremblay	Sept. 19, 1899	50 00
Riviere Valin (Range)	Maximin Lavoie	Summer, 1893	80 00
Savard's Valin (Range)	Dorilas Savard	July 18, 1904	80 00
Poste St. Martin "F"	Alfred Pilote	April 22, 1907	50 00
" " "B"	Frs. Gauthier	April 22, 1907	62 50
Chlorydorme	Magloire Coulombe	Oct. 15, 1904	100 00
Contrecœur Course "B"	Norbet Duval	April 22, 1904	100 00
" " "F"	Joseph Arpin	Sept. 12, 1902	100 00
" Traverse "B"	Alfred Lacroix	July 26, 1904	100 00
" " "F"	Joseph Alcidas Lacroix	April 14, 1904	75 00
" " St. Ours	J. B. Laporte	April 26, 1904	125 00
" Verchères "B"	Ernest Guyon	Nov. 11, 1904	125 00
" " "F"	Honoré Tetrault	" "	125 00
Crane Island	Désiré Vézina	April 25, 1904	355 00

STATEMENT giving Names and Stations of Lightkeepers, &c.—*Continued.*

BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—*Continued.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Domaine F. Range	Edward Gerard	May 30, 1908	80 00
Domaine B. Range	Xavier Emond	" "	80 00
Duthies Pt.	B. W. Willett	Oct. 16, 1903	60 00
Eboulements	Wilfrid Bouchard	April 25, 1906	50 00
Egg Island	Tancrède Pelletier	July 1, 1901	500 00
Entry Island	Geo. F. Cullins	*July 30, 1901	*250 00
Etang du Nord	Nectaire Arsenau	July 21, 1891	350 00
Escoumains Range Lts	Saguenay Lumber Co.	Sept. 10, 1906	150 00
Fame Pt	Jas. Ascah	Sept. 22, 1880	1,100 00
Father Point	Jno. McWilliams	May, 20, 1893	450 00
Father Pt. Fog Alarm	J. G. Blanchet	July 21, 1904	800 00
Flower Island	Jos. Lavallée	April 12, 1905	600 00
Forteau	Thos. Wyatt	Oct. 18, 1889	1,100 00
Fox River	André Samuel	Oct. 15, 1904	100 00
Gallia Bay Upper Range	Elz. Cantara	May, 3, 1907	350 00
Gallia Bay Lower Range	Louis Peloquin	" "	350 00
Gascons Wharf	John Mourant	June 8, 1906	75 00
Gaspé Basin	William Lindsay	June 14, 1900	42 00
Gentilly "B"	Delphis Mailhot	April 2, 1907	150 00
Gentilly "F"	Adolphe Lebleu	April 6, 1907	250 00
Grande Entrée	Andre Turbide	" "	50 00
Grande Rivière	William Bisson	Oct. 22, 1896	150 00
Grand Vallée	A. Fournier	April 14, 1900	100 00
Green Island	R. W. Lindsay	Sept. 28, 1888	650 00
Greenby Island	Octave Dubois	Oct. 12, 1903	1,100 00
Griffons Cove	Alfred Morin	Oct. 15, 1904	100 00
Grondines "B"	Jos. Sauvageau	June 20, 1904	100 00
" "F"	Eugène Mayrand	" "	125 00
Grondines Pt. "B"	Emile Houde	" "	100 00
" "F"	Achille Sauvageau	" 1906	250 00
Grosse Roche	Nazaire Morin	June 25, 1906	500 00
Guard Pier	Benj. Rodier	Sept. 10, 1907	500 00
Hochelaga "R"	Alphonse Chartier	Aug. 5, 1904	200 00
Isle Ronde	Herman Chartrand	Aug. 1, 1907	500 00
Ile à la Bague	Louis Dubois	April 14, 1903	150 00
Ile à Aigle "B"	Eug. Savarie	May 1, 1903	100 00
Ile à Aigle "F"	F. X. Lapointe,	" "	100 00
Ile aux Courdres	Eustache Boudreault	April 20, 1906	40 00
Ile des Barques	Omar Salvail	May 6, 1897	250 00
Ile de Grace "B"	Louis Letendre	April 1, 1906	100 00
" "F"	Ed. Paul	Sept. 7, 1871	240 00
Ile du Pads Range	Zotique Courscheine	Aug. 8, 1907	275 00
Ile du Moine "B"	Paul Mongeau	Dec. 27, 1906	125 00
" "F"	Etienne Provencal	Dec. 27, 1906	100 00
Ile aux Raisins Range	Louis Boucher	April 13, 1898	240 00
Ile Bouchard	Alphonse Chicoine	June 16, 1903	80 00
Ile Deslauriers	Nap. Langevin	Dec. 18, 1906	120 00
Ile Marie	Ivon Laporte	April 21, 1902	120 00
Ile Ste. Thérèse (Upper Range)	Sam Reeves	Oct. 12, 1870	270 00
Ile des Lauriers "F"	Phillippe Choquet	March 13, 1908	80 00
Ile Ste. Thérèse (Lower Range)	Jos. Malo	Feb. 1, 1897	130 00
Ile au Bélier Lac St. Jean	Wm. Gaudreault	Oct. 30, 1901	100 00
Kamouraska	Arthur Levesque	Feb. 19, 1901	400 00
Lacolle	W. G. Whitman	Jan. 18, 1904	150 00
Lanoraie Crossing	Jos. Ducharme	April 18, 1904	100 00
Louisville Range Lts	Onésime Plante	June 23, 1907	150 00
Longue Pointe Traverse "R"	James Fletcher	May 16, 1904	125 00
Lake Memphremagog.			
Green Point	Jas. P. H. Peters	June 1, 1891	**1 50
Lead Mines	W. Wheeler	" "	***2 50
Molsons Island	Mrs. A. Molson	Season 1878	†2 50
Georgeville	C. E. Martel	May 19, 1965	†1 50
Wadleigh Pt.	J. A. Patterson	June 1, 1891	‡1 50

* Allowance of $30.00 for fuel. ** Per week during Season of Navigation and $75.00 for horsekeep. *** $2.50 per week during season of Navigation. † A week during Season of Navigation. ‡ A week during Season of Navigation and $75.00 for horsekeep.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Lightkeepers, &c.—*Continued.*

BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—*Continued.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Lark Islet	W. Boulianne	Sept. 1, 1872	400 00
Lavaltrie (Range)	Denis Giguère	May 24, 1870	300 00
Lake St. Peter Lt. Ship No. 1	Desiré Lafléche	April 12, 1887	450 00
" " " 2	Hector Fiset	April 22, 1875	500 00
" " " 3	J. B. Weaner	§May 9, 1904	400 00
L'Islet Richelieu	Alp. Auger	Jan. 20, 1905	150 00
Lotbinière "B"	George Beaudet	Jan. 4, 1883	80 00
" "F"	Mrs. L. Beaudet	Sept. 3, 1903	80 00
Lower Traverse Pier	Alph. Caron	April 22, 1904	‡‡ ....
Magnie "R"	Albert Dupuis	Sept. 14, 1907	75 00
Maquereau Point	A. Bertrand	Dec. 21, 1877	300 00
Martin River	Aug. Leclere	Sept. 3, 1902	300 00
Matane	Jos. Banville	Feb. 1, 1897	300 00
Metis	Elisée Caron	Mar. 28, 1906	300 00
Montée du Lac (Range)	W. Labranche	May 2, 1905	400 00
Mont Louis	Ls. Letourneau	" 22, 1906	100 00
Montmagny	Capt. H. Boulanger	April 13, 1878	80 00
Murray Bay	Henry Girard	*July 13, 1903	50 00
Natashquan	Elie Landry	" 28, 1906	250 00
Newport	Solomon Grenier	June 3, 1897	150 00
Nicolet Range "B"	Edmond Heroux	Dec. 5, 1906	100 00
" " "F"	Didier Heroux	" 5, 1906	150 00
North Half Way Point (Range)	Jos. Lord	May 5, 1903	170 00
Oak Point	Thos. Harper	Jan. 1, 1907	100 00
Orleans Range—			
Ange Gardien "B"	Oliver Paré	Nov. 10, 1902	70 00
" "F"	E. Gagné	" 10, 1902	70 00
Ste. Famille "B"	Pierre Pâquet	Oct. 19, 1885	70 00
" "F"	Alfred Poulin	" 26, 1896	70 00
St. Pierre "B"	Honoré Roberge	" 19, 1885	70 00
" "	Jacques Roberge	May 13, 1908	60 00
" "F"	Oliver Vezina	Oct. 28, 1897	70 00
Paspebiac	John Loisel	Aug. 27, 1894	150 00
Percé	Florian Bourget	Mar. 18, 1893	200 00
Perroquet	Placide Vigneau	Sept. 19, 1892	625 00
Petite Traverse (Contrecœur) "B"	Ed. St. Laurent	April 22, 1904	100 00
" " "F"	Louis Caisse	" 22, 1904	100 00
Pilgrims	H. Morin	" 29, 1898	340 00
Pillars	Geo. Leclere	July 30, 1901	450 00
Plateau	Geo. St. Croix	Oct. 22, 1896	450 00
Platon (Range)	Chas. Beaudet	Aug. 24, 1894	120 00
Pte à Basile "B"	Antonio Demers	July 22, 1904	130 00
" "F"	Elzéar Douville	Feb. 6, 1904	130 00
Pte à Garde Light-ship	Chas. Brown	June 26, 1904	320 00
" aux Citrouilles	Widow F. Marchand	July 3, 1906	200 00
" Orignaux	Dominique Levesque	Oct. 5, 1903	350 00
" Bléue	Armand Tessier	June 9, 1904	40 00
" de Monts	Victor Fafard	Aug. 1, 1889	650 00
" Lac	Sylvis Paquin	May 2, 1900	100 00
" Echouerie	Pitre Bourdage	July 25, 1903	100 00
" Noire	J. E. Boulainne	Jan. 18, 1904	200 00
" Riche	N. Breton	May 16, 1896	500 00
" St. Jean	Ls. Lachance	Sept. 26, 1896	300 00
" St. Laurent	Joachim Godbout	April 15, 1904	300 00
Port Daniel	F. X. Langlois	Feb. 22, 1907	60 00
" West	Arthur Horrie	Jan. 1, 1907	100 00
Portneuf (a) Range	Josephine Rodrique	Dec. —, 1960	250 00
" " below	Pierre Poitras	Oct. 16, 1904	100 00
" " "	Edmond Tremblay	May 7, 1903	300 00
Point aux Esquimaux	Joseph F. Boudreault	Oct. 29, 1907	100 00
Port St. Francois (Range)	Fis. Manseau	Mar. 27, 1900	240 00

‡‡Gas buoy temporarily placed. New lighthouse not yet built. Payment of Lightkeeper suspended.
§Temporary keeper.
*Now lit by electricity. Services of keeper dispensed with, Dec. 31, 1907.

STATEMENT giving Names and Stations of Lightkeepers, &c.—*Continued.*

BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—*Concluded.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Quebec Harbour	Harbour Commission		60 00
Red Island Lighthouse	P. T. Fraser	April 12, 1890	450 00
Repentigny "B"	L. L. Rivet	" 28, 1894	75 00
" "F"	J. Bte. Lachapelle	Feb. 1, 1861	75 00
Rimouski	Ubalde Lavoie	May 22, 1906	50 00
Rivière à la Pipe	Alex. Morin	Oct. 3, 1901	62 50
" du Chêne	Ant. Langlois	July 11, 1888	125 00
" du Loup	F. E. Gilbert	Sept. 22, 1902	70 00
" St. Francois	Phileas Desmarais	July 2, 1897	*20 00
Roberval	Electric Light Co	June 28, 1898	100 00
Sand Beach	Thomas Kennedy	Aug. 9, 1904	400 00
St. Alphonse	Pitre Tremblay	June 19, 1895	40 00
St. Antoine	Mrs. Nap. Bergeron	March 4, 1902	80 00
" "	Francois Doré	April 14, 1903	120 00
St Siméon	Henry Savard	Oct. 25, 1906	40 00
Ste. Anne des Monts	X. Lafrancois	" 15, 1904	100 00
Sté. Anne de Sorel "B"	Frs. Lanceault	Mar. 28, 1906	100 00
" " "F"	Pierre Cournoyer	" 28, 1906	100 00
Ste. Croix	Willie A. Thurber	" 28, 1901	175 00
" Bar	Telesphore Corteau	" 28, 1901	70 00
Ste. Croix	Widow D. Racette	Dec. —, 1900	70 00
Ste. Emélie, Back Light	Emery Filteau	Mar. 16, 1905	80 00
" Front Light	A. Laliberte	Sept. 24, 1888	90 00
Ste. Francois, I.O. "F"	Jos. Lepage	April 20, 1876	75 00
" "B"	Ls. Marceau	" 1, 1884	75 00
Ste. Petronille, I.O	Nap. Ferland	Sept. 3, 1904	250 00
St. Pierre les Becquets	Henri Perreault	May 26, 1901	70 00
Ste. Felicité Fog Alarm	Frs. Belanger	Jan. 14, 1905	660 00
St. Valentin Range	Paul Martin	April 28, 1873	150 00
Seven Islands	Alfred Arcand	May 20, 1898	880 00
St. Anne Range "F"	Cezare Duffour	" 21, 1908	60 00
" " "B"	Alphonse Poulin	" 21, 1908	60 00
Sorel Harbour	R. & O. Nav. Co. Assistant	Sept. 6, 1854	**85 00
Trois Pistoles	Cyrille LeBel	Oct. 25, 1907	80 00
Three Rivers	M. G. W. Luckerhoff	Aug. 10, 1908	†120 00
Upper Traverse Pier	Alfred Fournier	April 14, 1900	600 00
Upper Champlain Basin "B"	Louis Pothier	" 1, 1906	100 00
" " "F"	Joseph Massicotte	" 1, 1906	100 00
Varennes	Azarie Geoffrion	May , 1903	70 00
Verchères Traverse, "B"	Phileas Charbonneau	April 21, 1902	70 00
" " "F"	F. X. Chicoine	" 21, 1902	80 00
Verchères Village, "B"	Felix Bourquet	" 21, 1902	70 00
" " "F"	Joseph Guyon	" 21, 1902	80 00

ABOVE MONTREAL.

Aylmer	Francis Boucher	May 3, 1907	175 00
Arnprior Island (Lower)	William Kilroy	Oct. 1, 1905	150 00
Allumette Island (Lower)	John Manders	Aug. 7, 1907	100 00
"	John Cox	June 22, 1887	100 00
Bamford Island	Robert Bamford	" 21, 1888	250 00
Barriefield Common Range	William Murray	May 17, 1900	150 00
Baskin's Wharf	Silas Sullivan	Dec. 22, 1896	130 00
Battle Island	C. S. McKay	Aug. 27, 1877	500 00
Beauharnois	Alphonse Dault	April 14, 1903	260 00
Belleville	J. C. Weir	" 4, 1901	200 00
Blind River Range	Michigan Land & Lumber Co.		80 00
Boyd Island (see Spanish River).			
Bois Blanc	Agnes Hackett	June 22, 1901	435 00

*$20 per month during season of navigation. **Continued from "Trinity House." †Temporarily at $120 per annum with $10 per annum increase to maximum of $160.

STATEMENT giving Names and Stations of Lightkeepers, &c.—*Continued.*

ABOVE MONTREAL—*Continued.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Black Bear Island	Daniel Matheson	June 22, 1899	200 00
Brown's or Knapp's Pt	Jos. J. Brophy	May 9, 1905	180 00
Bishop's Bay	George McPherson	Mar. 28, 1904	150 00
Bronte	Chas. Osborne	Oct. 20, 1906	250 00
Buckom's Point	Godfrey Ouillet	Feb. 23, 1884	200 00
Burlington Beach	Thomas Lundy	May 2, 1905	450 00
Byng Inlet	Louis Lamondin	July 20, 1901	375 00
Cabot Head	Charles Webster	May 10, 1898	650 00
Campbell Island	Robert Wilson	Jan. 8, 1905	150 00
Caribou Island	Antoine Boucher	May 3, 1907	1,000 00
Cape Robert	N. Matheson	Oct. 2, 1896	350 00
Cape Croker	R. Chapman	Nov. 13, 1902	1,050 00
Caron Point	Honoré Sauvé	May 1, 1889	60 00
Cox Reef, Man	John Thomas	†Mar. 6, 1906	350 00
Centre Brothers Island	D. Wemp	Jan. 9, 1901	200 00
Chantry Island	Malcolm McIver	April 1, 1907	500 00
Cherry Island	I. S. Johnson	Nov. 5, 1883	300 00
Christian Island	Allan Collins	Mar. 25, 1891	435 00
Clapperton Island	Henry F. Baker	Dec. 2, 1895	350 00
Cobourg	Robert Gorden	May 16, 1883	180 00
Cockburn Island	John McKay	July 1, 1906	50 00
Colchester Reef	John Manson	May 1, 1888	850 00
Coal's Shoal	R. P. Boyd	April 9, 1884	250 00
Collingwood	Jas. W. Lunan	Jan. 2, 1904	350 00
Coppermine Point	J. J. Rosseau	June 27, 1904	100 00
Corby Point	Joseph Davieau	May 27, 1899	350 00
Cornwall Canal and Hamilton Range	Remi Casgraine	April 1, 1906	300 00
Corunna	W. J. Scott	" 23, 1901	120 00
Coteau Landing	Thos. Filiatreault	May 27, 1899	140 00
Coulonge Lake	Felix Bertrand	April 2, 1892	100 00
Deep River Island	Louis Labelle		100 00
Deserouto	Rathbun Company	Oct. 14, 1884	200 00
Dorval	Benjamin Cloude	Aug. 1, 1907	300 00
False Ducks	Darland Dulmage	May 19, 1903	700 00
Flower Pot Island	John Parker	" 3, 1907	300 00
Fort William, Lake Superior	John Armstrong	April 28, 1894	300 00
" Upper Ottawa	Jas. McCool, sr.	May 23, 1887	90 00
Frenchman's Bay	Wm. O'Brien	April 14, 1904	125 00
French River	Mrs. E. B. Borron	Jan. 20, 1903	500 00
*Fox Island, Lake Simcoe	John Prosser	Sept. 14, 1896	250 00
Gananoque Narrows and Jackstraw Shoal	Mrs. Manly Cross	Jan. 2, 1908	550 00
Gargantua	Louis Miron	Oct. 26, 1899	450 00
Giant's Tomb	A. H. Griffith	Sept. 17, 1898	300 00
Gibraltar Point	P. J. McSherry	May 2, 1905	400 00
Gin Island	W. J. Baxter	" 23, 1885	400 00
Goderich	Robert Campbell	June 9, 1886	400 00
Gore Bay	Angus Matheson	July 10, 1903	350 00
Gravenhurst	Isaac Barnes	Mar. 20, 1906	100 00
Graham Front	W. Graham	Dec. 19, 1904	75 00
" Back	X. Sicard	April 29, 1905	75 00
Great Duck Island	John Purvis	May 9, 1898	700 00
Green Shoal	Albert Laberge	" 20, 1902	200 00
Grenadier Island	Albert Root	Dec. 15, 1863	250 00
Griffith Island	W. T. Boyd	May 14, 1889	400 00
Grosse Point	William Shannon	Sept. 27, 1866	435 00
"	George Shannon	" 27, 1866	175 00
Gull Island	James Roddick	" 7, 1907	500 00
Gull Harbour	Thor. Fjeldstedt	May 6, 1904	180 00
George's Island (Lake Winnipeg)	Chas. T. Whiteway	June 16, 1906	*155 00
Hope Island	Charles Vallée	April 20, 1899	450 00
Hooper's Point	Jonathan Morrison	Mar. 24, 1898	200 00
Isle of Coves	Kenneth McLeod	June 19, 1903	750 00

†Retired June 11, 1908. Wm. Doré appointed June 11, 1908.
*With annual increase of $15 to maximum of $400.

STATEMENT giving Names and Stations of Lightkeepers, &c.—*Continued.*

ABOVE MONTREAL.—*Continued.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Isle Perrot	And. McNabb	May 20, 1905.	100 00
Jones Island, Georgian Bay	Ed. Taylor	June 3, 1901.	800 00
" Range, Ottawa River	John Paquette	April 13, 1893.	150 00
Kagawong	W. U. Boyd		72 00
Killarney	Frank Roque	Feb. 28, 1905.	400 00
Kincardine	Thos. McGaw, jr	June 13, 1899.	400 00
Kingsville	W. H. Black	July 27, 1902.	150 00
Kitchener Island	P. J. Sullivan	Oct. 25, 1907.	400 00
Lake Cecebe	John Shade	Aug. 29, 1906.	250 00
Lamb Island	Andrew Alexander	April 26, 1897.	500 00
Lancaster Bar	J. J. Munroe	June 8, 1892.	*400 00
Lancaster Pier	J. J. Munro	July 1, 1907.	
Leamington	F. H. C. Conover	April 28, 1883.	150 00
Lime Kiln Crossing	Stephen Pettypiece	May 11, 1888.	350 00
Lion's Head	Charles Knapp	Oct. 28, 1903.	75 00
Little Current	David Boyter	April 22, 1903.	350 00
Little Gros Cap	W. T. Richardson	Sept. 27, 1900.	200 00
Lonely Island	Jean Haitse	May 11, 1885.	500 00
Long Point, east end	S. B. Cook	June 9, 1897.	700 00
" west end	F. E. Mason	" 3, 1901.	400 00
L'Original	Gregoire Seguin	May 8, 1894.	100 00
Lower Narrows	J. B. Leblanc	Jan. 4, 1904.	100 00
Lyal Island	John McKay	Oct. 27, 1884.	450 00
Manitoulin Island	J. H. Ball	May 7, 1900.	750 00
Manitowaning	John Gourley, jr	July 3, 1900.	150 00
Meaford	Samuel Dutcher	May 7, 1877.	200 00
Michipicoten Island	Hyacinthe Davieau	July 1, 1881.	400 00
Middle Island	John L. Lidwell, jr	" 10, 1889.	350 00
Middle Range	Nap. Somers	June 19, 1900.	200 00
Mississagna Island	L. D. McDonald	May 16, 1896.	450 00
Mohawk "	R. O. Smithers	March 31, 1896.	400 00
McKay's "	Joseph Harvey	July 10, 1907.	300 00
McKie's Point	Dosithée Daoust	Sept, 21, 1893.	175 00
McQuestion Point	Elizabeth McLeod	Feb. 22, 1904.	100 00
McTavish "	J. Campbell	Nov. 18, 1896.	100 00
Narrow Island	A. B. Boyter	Jan. 3, 1898.	250 00
Nine Mile Point	Stannes Veech	Mar. 7, 1894.	450 00
" "	Andrew McMaster	April 1, 1900.	300 00
Nigger Island	Carson Jeffrey	" 28, 1894.	200 00
Niagara on the Lake	Fred Masters	Nov. 12, 1904.	400 00
" " Range	Robert Allen	July 19, 1907.	150 00
North Sister Rock	John Thibault	Dec. 6, 1905.	350 00
Nottawasaga Island	J. F. Burmister	May 2, 1904.	500 00
Oakville Pier	Maurice Felan	April 28, 1894.	150 00
Oka	H. Lacroix	Nov. 10, 1898.	130 00
Owen Sound	Archibald McLean	Dec. 23, 1897.	150 00
Otter Head	Robert McMenemy	Nov. 17, 1903.	400 00
Papineauville	Joseph Chabot	June 17, 1897.	125 00
Pelee Island	J. R. Lidwell	July 10, 1899.	300 00
Peninsula Harbour	D. B. Hawkins	Aug. 31, 1891.	500 00
Pie Island	James Forbes	April 1, 1908.	300 00
Pigeon Island	J. H. Davis	May 16, 1896.	350 00
Point à Cadieux	Simeon Poirier	" 4, 1904.	150 00
Point au Baril	Ole Hanson	July 10, 1907.	300 00
Pelee Passage	W. A. Manson	Nov. 11, 1902.	650 00
"	F. F. Goulin	Aug. 2, 1904.	500 00
"	Louis Langlois	Feb. 25, 1904.	500 00
Point Aux Angles	Lucas H. Masson	Sept. 4, 1897.	200 00
Point Aux Pins	Alexander McKinnon	May 16, 1904.	400 00
Point Claire	Benj. Glonde	Aug. 1, 1907.	100 00
Point Clark	M. McDonald	Jan. 8, 1897.	400 00
Point Edward	Louis Knauff	May 23, 1908.	150 00
Point Peter	G. J. Scott	June 6, 1901.	650 00

*Salary paid for keeping Lancaster Pier and Lancaster Bar.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Lightkeepers, &c.—*Continued.*

ABOVE MONTREAL—*Continued.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Point Pleasant	Frank Connors	Oct. 13, 1898..	300 00
Point Porphyry	Andrew Dick	Aug. 10, 1880..	450 00
Port Arthur	Albert Bisonette	April 28, 1908..	240 00
Port Burwell	John Sutherland	June 18, 1894..	400 00
Port Colborne	D. H. A. Fortier	April 11, 1865..	550 00
Port Colborne Fog-Alarm	Hugh Clarke, jr	May 30, 1904..	600 00
Port Credit	John Miller	Dec. 16, 1897..	150 00
Port Dalhousie	Bernard McGrath	Oct. 2, 1907..	300 00
" " Fog-Alarm	Bernard McGrath		
Port Elgin	R. M. Lowry	Mar. 14, 1896..	80 00
Port Dover	Silas L. Butler	July 15, 1897..	300 00
Port Maitland	Mrs. James Grant	June 29, 1907..	350 00
Port Stanley	John Oliver	Dec. 16, 1907..	280 00
Presqu' Isle	Hugh H. McKenzie	May 7, 1907..	200 00
Presqu' Isle Main	Hugh E. Smith	April 29, 1898..	350 00
" " " Fog-Alarm	W. B. Ainsworth	Oct. 12, 1907..	600 00
Providence Bay	John B. Sinclair	Mar. 6, 1906..	300 00
Rainy River	Patrick O'Connor	June 23, 1904..	250 00
* Red Rock	(see Snug Harbour)		
Red River Range	William Hughes	Feb. 12, 1892..	350 00
River Thames	H. J. Cartier	Oct. 19, 1884..	425 00
Rondeau	W. R. Fellows	Dec. 18, 1888..	350 00
Rosseau	J. G. Dixon	July 21, 1890..	100 00
Salmon Point	Amos McDonald	" 12, 1897..	300 00
Saugeen	D. McAulay	Mar. 16, 1899..	120 00
Scotch Bonnet	Cyrus R. Spencer	April 7, 1903..	350 00
Silver Islet	Capt. Jas. Cross	May 18, 1905..	100 00
Shoal Point	E. E. Rains	Nov. 24, 1884..	250 00
Slate Island	Alex. B. Sutherland	July 21, 1908..	450 00
Snake Island	John Whitmarsh	" 18, 1900..	350 00
* Snug Harbour	Adam Brown	April 11, 1900..	
Southampton (Saugeen)	James Brown	June 29, 1904..	150 00
South Bay Point	Marcellus Vorce	Nov. 21, 1902..	200 00
" " Range	John A. Ritchie	Sept. 10, 1903..	150 00
South River	Frederick Beacher	July 2, 1903..	80 00
South East Bay	Thomas Darling	Jan. 31, 1891..	60 00
Spanish River or Boyd Island	Mrs. Elizabeth Martin	" 6, 1905..	250 00
Ste. Anne de Bellevue	Jos. L. Stocker	May 20, 1902..	150 00
" " Locks	F. X. Demers	" 17, 1907..	75 00
St. Anicet Bar	Donald McKillop	June 8, 1892..	230 00
Ste. Placide	Joseph Lafleur	May 25, 1907..	140 00
Sqaw Island	Neil McDougall	April 25, 1901..	200 00
Stag Island	Thos. M. Cowan	Nov. 3, 1903..	150 00
Stokes Bay	Alex. Smith	May 14, 1908..	180 00
Strippling Point	David Humes	Aug. 27, 1902..	180 00
Strawberry Island	William McKenzie	May 4, 1893..	300 00
Sulphur Island	J. J. King	" 15, 1905..	300 00
Thessalon	James Harvey	Nov. 28, 1897..	300 00
Tomahawk Island	Thomas Sweeney	Sept. 19, 1902..	200 00
Thornbury	Robert Lowe	April 12, 1887..	80 00
Telegraph Island	George A. Rowe	Oct. 25, 1895..	200 00
Thunder Cape Fog alarm	William Craig	May 17, 1892..	700 00
Tobermory	Archibald Currie	Oct. 12, 1903..	250 00
Trenton Harbour	William Fitzpatrick	Jan. 27, 1906..	125 00
Toronto, East Gap	George McKelvie	June 13, 1905..	950 00
Victoria Island	George Cosgrove	Nov. 14, 1899..	350 00
" "	Catherine Rowen	June 3, 1903..	120 00
Way Shoal	Chas. A. Mongeon	May 23, 1887..	100 00
Weller's Bay	H. J. Chase	Nov. 4, 1898..	150 00
Western Island	Thos. J. Richardson	June 27, 1901..	800 00
Whiskey Island and Penetanguishene	Christopher Columbus	Mar. 18. 1893..	400 00
Wiarton	William Gilbert	Sept. 13, 1907..	75 00
Wolf Island	William Gillespie	Mar. 16, 1885..	250 00
Wilson's Channel	H. G. Duncan	Aug. 25, 1905..	350 00

* $2.00 per day for this and Snug Harbour. Light.

STATEMENT giving Names of Stations and Lightkeepers, &c.—*Continued.*

ABOVE MONTREAL—*Concluded.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Welcome Island	Adolph Perras	May 10, 1906..	350 00
Way Shoal Channel	Moise Beauchamp	Nov. 29, 1906..	150 00
Warren's Landing	Hugh McDonald	Aug. 25, 1905..	400 00
Wabbi River	A. M. Ross	Oct. 25, 1895..	600 00

BRITISH COLUMBIA.

Active Pass	H. Georgeson	July 21, 1884..	900 00
Amphitrite Point	G. W. Grant	April 2, 1906..	250 00
Berens Island	S. G. Harrison	Nov. 4, 1897..	300 00
Brockton Point	W. D. Jones	Aug. 20, 1890..	300 00
Brotchy Ledge	Thos. Sparks	Jan. 1, 1903..	120 00
Bare Point	J. Crozier	June 12, 1897..	168 00
Ballinee Island	M. Brown	Oct. 3, 1901..	200 00
Birnie Island	C. Rudge	May 2, 1905..	240 00
Balfour	J. W. Gallup	Jan. 1, 1900..	120 00
Cape Beale	Thos. Patterson	Mar. 2, 1895..	1,200 00
Carmanah Point	W. P. Daikin	Nov. 4, 1890..	1,200 00
Cape Mudge	J. Davidson	June 27, 1898..	420 00
Coffin Island	R. Harrap	April 15, 1903..	150 00
Crofton Light	R. Allan	May 31, 1907..	180 00
Discovery Island	M. A. Croft	April 1. 1902..	900 00
Dryad Point	C. Carpenter	Nov. 7, 1899..	300 00
Dock Island	Hugh Moore	May 15, 1903..	240 00
Danger Reef	R. Harrap	April 15, 1903..	150 00
Denman Island	J. A. McMillan	Aug. 15, 1906..	400 00
Entrance Island	M. G. Clark	Nov. 26, 1897..	1,200 00
Egg Island	J. W. Davies	May 2, 1905..	1,200 00
Estevan Point	A. Luckovich	April 1907..	*75 00
Fisgard	Capt. Geo. Johnston	July 20, 1901 .	500 00
Fiddle Reef	D. H. McNeill	Mar. 21, 1905..	400 00
Fraser River Lights	A. A. Parker	July 1, 1907..	500 00
Garry Point	A. A. Parker	" 1, 1907..	120 00
Gallows Point	Western Fuel Co	May 1906..	120 00
Green Island	S. Baker	June 21, 1907..	1,100 00
Ivory Island	F. Reuter	May 2, 1905 .	500 00
Joan Point	R. Harrap	April 15, 1903..	180 00
Kaslo Spit	Kootenay Electric Co	Dec. 1, 1897..	240 00
Kyuquot Light	A. Ellis	Jan. 21, 1906..	240 00
Lawyer Island	F. W. B. Elsterman	April 1, 1905.	600 00
Lennard Island	R. Pollock	July 1, 1908..	**1,200 00
Lendad Island	F. C. Gerrard	*Mar. 31, 1905..	800 00
Lucy Island	Amos Hanson	May 12, 1908..	510 00
Lund Light	Gas Beacon, (No keeper)	.....	.....
Merry Island	W. T. Franklin	Jan. 8, 1904..	360 00
North Arm Lights	J. F. McMillan	Mar. 29, 1905..	240 00
Nanaimo Harbour	H. B. Shaw	June 12, 1907..	200 00
Point Atkinson	W. Erwin	Oct. 5, 1880..	1,300 00
Portlock Point	W. J. Gillespie	Nov. 1905..	460 00
Prospect Point	Jno. Grove	July 7, 1898..	300 00
Pointer Island	Jas. Codville	Dec. 26, 1899..	360 00
Portier Pass	F. Allison	Nov. 15, 1902..	500 00
Proctor	G. W. Gallup	Jan. 1, 1900..	240 00
Pilot Bay	E. Montreuil	Oct. 17, 1907..	500 00
Pine Island	A. B. Gurney	April 1, 1907..	700 00
Pine Island	T. C. Hayllar	" 31, 1908..	500 00
Pine Island	W. Hunt	May 1, 1908..	500 00
Pultney Point	E. Hukkla (Temporary)	Feby. 1, 1907..	500 00
Pachena Point	J. Richardson	Sept. 1, 1907..	700 00
Pachena Point	W. R. Pillar	" 5, 1907.	800 00

* $75.00 per month—temporary keeper. ** Must provide assistant

STATEMENT giving Names and Stations of Lightkeepers, &c.—*Concluded.*

BRITISH COLUMBIA—*Concluded.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			$ cts.
Quatsino Light	G. H. Jackson	Jan. 29, 1907	300 00
Race Rocks	F. Eastwood	" 21, 1891	1,200 00
Saturna Island	Jas. Georgeson	Oct. 26, 1889	550 00
Sand Head's Lt. Ship	M. O'Brien	" 1, 1904	1,200 00
Sisters	B. Blanchard	Feb. 20, 1905	600 00
Sechelt	Gas Beacon, (No keeper)		
Scarlet Point	T. Nelson	Mar. 6, 1906	450 00
Sechart Light	G. Strickland	" 27, 1908	180 00
Sooke Light	A. Codtel	April 15, 1907	120 00
Trial Island	H. S. O'Kell	Aug. 20, 1906	**600 00
Trial Island	J. McDonald		450 00
Victoria Harbour	Thos. Sparks	Jan. 29, 1903	180 00
Walker Rock	John Georgeson	Feb. 8, 1900	240 00
Yellow Island	John Doney	May 1, 1905	500 00

** By Order-in-Council, 17th June, 1908, H. S. O'Kell is to receive $1,200.00 per annum and must furnish all necessary assistance and pay for same.

APPENDIX No. 13.

MARINE SCHOOLS.

G. J. DESBARATS, Esq.,
Acting Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—I have the honour to herewith submit a statement of the attendance at the lectures on marine subjects which were given at the following places:—Yarmouth, Lunenburg, North Sydney, Quebec, Toronto, Collingwood, Vancouver and Victoria.

The method of tuition at these schools has not been altered from that which was followed the previous year, as it is thought to cover all the necessary subjects upon which our seamen are expected to be conversant with.

The lectures are of two hours duration, which is deemed long enough not to weary the attention of the attending students, and were given every Tuesday and Friday during the months of January, February and March.

Heretofore, the above days and months have been accepted uniformly in all schools, but it has been found, whereas the month of January has been a proper time to begin the lectures in some localities, that it did not answer in others, owing to the fact of the navigation closing earlier in some vicinities than in others, and for the future, this uniformity will not be followed as regards the month and day in order to suit the requirements of localities where the lectures are delivered.

Subjects relating to the rule of the road, and the errors of the compass, have engrossed the attention of the lecturers and therefore more time has been devoted to those two subjects than to any of the others.

Though in some localities, the attendance has been rather discouraging, still on the whole, I think the efforts of the government to increase the efficiency of our seamen, have been duly appreciated.

No lectures were given in Halifax, St. John and Kingston, owing to the fact that examiners were not appointed for these three places.

The college authorities at Canso have, last winter, made an attempt to teach the rudiments of navigation, which proved so satisfactory that it is the intention for this coming winter to have a series of lectures delivered at that place on the same basis as followed in other schools and under control of this department.

For the purpose of those lectures, all the offices have been fully equipped with all necessary instruments for practical demonstration. These schools have been provided with a reflectoscope, by the help of which diagrams, plans and engravings can be thrown on the screen in a most effective and interesting way. This instrument has proved a great help to the lecturers to aid them in developing subjects under discussion.

I herewith attach a statement of the maximum, minimum, average and total of the attendance at all the schools last winter.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) L. A. DEMERS,
Chief Examiner.

STATEMENT.

	Name of Ex.	No. lect.	Min.	Max.	Average.	Total.
Victoria	Capt. Jones	32	10	17	14	455
Vancouver	Capt. Eddie	32	11	53	20·9	669
Lunenburg	Capt. Wolff	32	1	14	4	119
Collingwood	Capt. Coles	30	9	50	22	668
Toronto	Capt. Moller	30	2	30	16	499
Quebec	Mr. Seaton	30	2	17	9	293
North Sydney	Capt. Sutherland	28	1	12	6	176
Yarmouth	Capt. Murphy	32	4	15	8	256
Total attendance						3,135

APPENDIX

LIFE Saving Stations maintained

Number.	Stations.	Established.	Coxswain.	Crew.	Coxswain's Salary. Per annum.	Pay of Crew.
	Bay of Fundy—				$	
1	Seal Cove	1898	F. Benson	7	75	$2 per drill, and extra when engaged saving life.
2	Yarmouth	1886	A. Cain	7	75	" "
3	Mud Island	1887	I. Pitman		80	
4	Seal Island	1880	H. Hitchens	7	250	$100 each of crew per annum.
	Atlantic Coast—					
5	Clark's Harbour	1900	Thomas N. Nickerson.	7	75	$2 per drill, and extra when saving life.
6	Blanche	1889	W. A. B. Smith.	7	75	" "
7	Port Mouton	1889	Walter Cook	7	75	" "
8	Duncan's Cove	1886	J. W. Holland	7	75	" "
9	Herring Cove	1885	J. Gorman	7	75	" "
10	Devil's Island	1885	Benj. H. Henneberry.	7	75	$2 per drill, and extra when saving life.
11	White Head	1890	H. P. Munroe	6	75	" "
12	Sable Island	1885	G. Soderberg J. Ritcey	 	250 250	Paid as island staff
13	Scatterie Island	1885	F. Martell	7	75	$2 per drill, and extra when saving life.
	Gulf of St. Lawrence—					
14	St. Paul's Island	1885	Supt. Humane Establishment.	3		$300 each per annum.
15	Pictou Island	1889	Alex. Currie	7	75	$2 per drill, and extra when saving life.
	Cape Tormentine	1893	No organized crew.			
16	Charlottetown	1907	J. P. Moore	7	75	$2 per drill, and extra when saving life.
17	Souris, P.E.I	1907	Wm. Macdonald	7	75	" "
18	Alberton, P.E.I	1907	Jno. Champion	7	75	" "
19	Escuminac	1907	Ernest Flieger	7	75	" "
	Great Lakes—					
20	Wellington	1883	No organized crew.			" "
21	Consecon	1898	W. A. Young	7	75	" "
22	Cobourg	1882	D. Rooney	7	75	" "
23	Port Hope	1889	W. T. Clarke	7	75	" "
24	Toronto Island	1883	Wm. Ward	7	75	" "
25	Long Point	1902	Geo. Wisner	*7	+75	$2 per drill, and $40 per month for three months.

No. 14.

by the Dominion Government.

Description of Boat.	Cost.	Where Built.	Equipment.	Remarks.
	$			
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	250	Shelburne, N.S.	Full regulation..	Iron rails laid in 1900.
Dobbin's pattern, self-bailing and self-righting, 25 feet long.	575	Dartmouth, N.S.	" ..	
Fishing-boats and dories.....	80 pr. an	....	Ordinary.....	Kept by contract with fishermen.
Beebe-McLellan boat on east side.	240	Shelburne and Halifax, N.S.	Full regulation..	New boat, 1903.
" " west side.				
Beebe-McLellan, self-bailing, 25 feet long, low ends.	250	" ..	" ..	Boat house and gear cost $700.
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	250	Dartmouth, N.S.	" ..	New boat in 1901.
Dobbin's pattern, self-righting and bailing, 25 feet long.	575	" ..	" ..	
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	250	Shelburne, N.S.	" ..	Lyle gun established here in 1900; new boat, 1903.
" "	250	" ..	" ..	
Dobbin's pattern "	575	Dartmouth, N.S.	" ..	Lyle gun.
" "	.....	.....	.....	
Two Dobbin's self-righting and bailing boats and one Beebe-McLellan surf boat, self-bailing.	1,100	Halifax, N.S....	" ..	Lyle gun and rocket apparatus kept here. Coxswains are under the control of Supt. of Humane Establishment.
Beebe-McLellan surf-boat, self-bailing, 25 feet long,	250	Shelburne, N.S.	" ..	New boat, 1903.
Beebe-McLellan self-bailing, 25 feet long, low ends.	250	" ..	Full equipment..	Lyle gun added in 1900
Dobbin's pattern, self-righting and bailing, 25 feet long.	575	Dartmouth, N.S.	" ..	
Boats of winter mail service		.....	Ordinary	
Beebe-McLellan self-bailing	225	Shelburne, N.S.	Full equipment..	
Beebe-McLellan	225	" ..	" ..	
"	225	" ..	" ..	
"	225	" ..	" ..	
Dobbin's pattern, self-righting and bailing.	750	Buffalo, N.Y...	" ..	Removed from Poplar Point in 1900.
" " ..	750	"	" ..	Removed from Wellington in 1893.
" " ..	575	Goderich, Ont..	" ..	
" " ..	620	" ..	" ..	
" " ..	600	" ..	" ..	New boat, 1895.
Surf-boat.....	500	Collingwood....	" ..	New station and new boat 1902. Boat sent to Southampton, 1907. Replaced by a new boat.

APPENDIX No. 14—LIFE SAVING STATIONS maintained.

Number.	Stations.	Established.	Coxswain.	Crew.	Coxswain's Salary. Per annum.	Pay of Crew.
					$	
26	Port Stanley	1885	Wm. Berry	7	75	$2 per drill, and extra when saving life.
27	Point Pelee	1900	W. A. Grubb, jr.	7	75	" "
28	Goderich	1886	J. R. Craigie	7	75	" "
29	Collingwood	1885	P. Doherty	7	75	" "
30	Kincardine	1903	Thos. McGaw	7	75	" "
31	Southampton	1907		7	75	" "
	British Columbia—					
	Banfield, B.C.	1907	Cpt. W. H. Gillen and 4 permanent.			$75 for coxswain, $50 for engineer, $45 for 2 men per month.
	Victoria, B.C.	1907	Boat in charge of Vic. Life Saving Association.			Maintained by association
	Clayoquot, B.C.	1908	Jno. Chesterman	7	75	$60 per month till April 1. Volunteers, 50c. per hour.
	Clo-oose, B.C.	1908	D. Logan. Not organized.		60 per m.	$45 per month for three months.
	Ucluelet, B.C.	1908	A. H. Lyche		75 per m.	$60 per month for men during the season.

by the Dominion Government—*Concluded.*

Description of Boat.	Cost.	Where Built.	Equipment.	Remarks.
	$			
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	350	Collingwood....	Full equipment..	
Surf-boat.....	330	" ..	" ..	Boat house removed from Point up 200 yards and tramway built.
"	330	" ..	" ..	New boat, 1902.
Beebe-McLellan self-bailing surf-boat.	375	" ..	" ..	New boat, 1896.
" ..	350	" ..	" ..	New boat, 1903.
" " ..	330	" ..	" ..	Sent from Long Point in 1907.
Self-righting, self-bailing power lifeboat, 36 feet.	10,900	Bayonne City, N.J., U.S.A.	" ..	
Doherty's Improved Beebe-McLellan boat, 25 ft. 4 in.	575	Vancouver Shipyard Co., Ltd., Vanc'ver, B.C.	" ..	
" " ..	575	Vancouver Shipyard Co., Ltd.	" ..	
" ..	575	" ..	" ..	
" " ..	575	" ..	" ..	

APPENDIX No. 15.

HYDROGRAPHIC SURVEY.

Ottawa, November 24, 1908.

The Deputy Minister, Marine Department,
Ottawa, Ont.

Sir,—I have the honour to offer the following supplement to my report of the 19th October, 1907, upon the progress of the Hydrographic Survey during the fiscal year 1907-1908.

During the season of 1907 there were four parties engaged in the field, viz.: one on the Great Lakes, one on the Lower St. Lawrence river, one on the Pacific coast, and one on Lake of Two Mountains.

Great Lakes.—The work of this party was confined for the most part to a survey of the coasts of the islands and channels leading from Lake Superior to Nipigon bay. The examination of Nipigon strait, Moffat channel and the south shores of Ile St. Ignace and Simpson island was completed and the work plotted upon a scale of one and a half inches to the nautical mile. No outlying dangers were discovered. The steamer laid up for the season at Owen Sound, Ont., on the 8th of November and on the 13th of March, 1908, Captain Zealand resigned his position as sailing master. No other changes were made in the staff.

Survey of the Lower St. Lawrence.—As stated in my preliminary report of the 19th October, this party, under Lieut. Miles, R.N., was engaged during the whole season upon the River St. Lawrence between Hare island and Tadousac. A very careful examination of the reef at the north end of Hare island, that about White island and that at the south end of Green island was made. Their extent has been ascertained and defined upon a scale of two inches to the nautical mile.

In addition a re-survey of the mouth of the Saguenay river on a scale of three inches to the nautical mile was started but had to be left for the season of 1908 for completion. At the close of the survey the sailing master, Captain Belanger, and chief engineer, J. Boisvert, resigned their position.

Pacific Coast.—This party is in charge of Captain P. C. Musgrave, and performed its work from a camp using gasolene launches and gigs for conveyance. All the southern approach to Prince Rupert harbour was surveyed, as well as the northern and middle approaches to the Skeena river. The information gathered has been of very great value to vessels trading in that neighbourhood as the old surveys were particularly inaccurate.

Lake of Two Mountains.—This party is under Mr. A. J. Pinet and made good progress in the survey of the main portion of the lake, but none of it was sufficiently advanced to publish.

Plans prepared.—All the parties, except that upon the Pacific coast, spent their time in office at Ottawa and all were engaged in preparing work for engraving and publication.

Charts issued.—On Lake Superior charts Nos. 101 and 102. embracing the north shore between Pigeon river and Lamb island, were issued in February, and a blue print of Key harbour, Georgian bay, was given out as a preliminary to assist those vessels that expected to trade into the harbour this season.

SESSIONAL PAPER No. 21

On the St. Lawrence river, photolithograph charts Nos. 1 and 16, being those of Montreal harbour and the stretch of river between Ste. Emelie and Deschambault, were issued to the public.

Pacific coast.—Black and white prints were issued to the public, of the southern entrance to Prince Rupert harbour and the Middle Passage to the Skeena river. These were preliminary to the regular charts, which take a long time to engrave.

In the engraver's hands on the 1st of March were the following charts:—Lower St. Lawrence, 'White island to Orignaux Point,' St. Lawrence between Quebec and Montreal, chart of Lake St. Peter and charts Nos. 17 and 18. Upper St. Lawrence, chart of Lake St. Louis.

The following are the results of the magnetic observations mentioned in my preliminary report:—

Place.	Latitude.	Longitude.	Chart.	Date.	Observed Declination.
				1907.	° ′
Moss Island	48-39-35 N.	88-22-15 W.	Admiralty, No. 322	June 25	6-57·3 E.
"			"	" 26	6-52·4 E.
Owl Island	48-43-05 N.	88-12-30 W.	"	" 27	3-40 0 E.
"			"	" 28	3-34·1 E.
Cedar Island	48-38-00 N.	88-20-00 W.	"	July 4	1-07·3 W.
Smooth Island	48-45-55 N.	87-58-40 W.	"	" 5	2-58·0 E.
"			"	" 6	3-03·6 E.
Rossport	48-50-30 N.	87-44-10 W.	"	" 7	0-16·0 E.
"			"	" 8	0-27·4 E.
"			"	" 9	0-16·5 E.
Trois Pistoles	48-07-42 N.	69-10-51 W.	Admiralty, No. 312	Aug. 3	21-27 0 W.
"			"	" 4	21-24·3 W.
"			"	" 5	21-29·8 W.
Ile Verte	48-00 42 N.	69-19-07 W.	"	" 6	21-03·2 W.
"			"	" 7	21-01·6 W.
Riviere du Loup	47-51-33 N.	69-33-12 W.	Admiralty, No. 313	" 9	20-46·5 W.
"			"	" 10	20-46·5 W.
Tadousac	48-08-45 N.	69-42-48 W.	"	" 13	20-04·2 W.
"			"	" 14	20-05·5 W.
"			"	" 15	20-06·9 W.
Châteauguay Pt.	45-24 11 N.	73-45 22 W.	Canadian, H.S.	" 31	14-23·3 W.
"			"	Sept. 2	14 23·8 W.
Ste. Anne	15 24 00 N.	73-56 49 W.	"	" 4	12-45·5 W.
"			"	" 5	12-48·3 W.
"			"	" 6	12-47 1 W.
Melocheville	45-19-12 N.	73-55-44·5W.	"	" 11	12 43 0 W.
"			"	" 12	12-47·0 W.
"			"	" 13	12 41 0 W.
Cedars	45-17-56 N.	74-02-36 W.	U.S.H.O., No. 1,351	Oct. 3	11 43·8 W.
"			"	" 4	14 43·8 W.
Côteau Landing	45-15 24 N.	74 12 32 W.	"	Sept. 25	12 25·7 W.
"			"	" 26	12 24·1 W.
"			"	" 27	12-22·4 W.
"			"	" 28	12-21·5 W.
South Lancaster	45 07 35 N.	74-24-39 W.	Admiralty, No. 2,789 C	Oct. 8	11-54·2 W.
"			"	" 9	11-54·1 W.
Cornwall	45 01 11 N.	74-41-49 W.	R. St. L., No. 1, U.S.A.	" 11	11 51·8 W.
"			"	" 12	11 52·2 W.
"			"	" 13	12 01·8 W.

The observations at Cornwall were taken on the first two days when the street cars were running and on the third day (Sunday) when no cars were on. The electrical current seems therefore to increase the declination by about ten minutes.

All of these observations were taken by Mr. Arthur Amos of this staff.

The amounts expended on the various branches were:—

Great Lakes	$20,759 97
Atlantic coast or Lower St. Lawrence	29,294 30
Pacific coast	29,960 70
St. Lawrence	7,204 42
Lake of Two Mountains	11,122 27
Lake St. Francis	2,451 70
Office	14,837 95
	$115,631 31

I am, sir,
Your obedient servant,

WM. J. STEWART,
Hydrographer.

APPENDIX No. 16.

SOREL GOVERNMENT SHIPYARD.

Lt.-Col. F. Gourdeau,
Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—I have the honour to report on the work done at the Sorel shipyard during the twelve months ended March 31, 1908.

NEW CONSTRUCTIONS.

New Tug.—Plans and patterns were perfected for one tug for the construction of lights on the upper lakes. Material was bought, drawings were completed and building commenced. At the end of the fiscal year, the hull of this vessel was in an advanced state, the boiler for same, built at Sorel, was nearing completion.

Dipper Dredge for Cap à la Roche.—This is intended to be a powerful machine, capable of excavating the solid shale rock met at Cap à la Roche. The steel plates and other material were ordered, working drawings prepared and detailed, and the building commenced. At the end of the fiscal year, the hull had been almost completed, the boiler was completed and put in place, the large forward spuds were put together, ready for riveting.

Floating workshop.—A scow was built to receive a forge and machine shop. This is intended to follow the dredging fleet and to be available for pressing repairs of minor importance.

The hull and house were completed during the winter season. The scow is 90 feet by 25 feet.

Lodging scows.—Two lodging scows were also built to serve as sleeping quarters for the crews of tugs and spare men on dredges. These scows are 60 feet by 18 feet by 8 feet.

Second Dipper Dredge.—Besides the above, some preliminary work was done on a dipper dredge to be a duplicate of construction No. 19.

Repair work on Ship Channel Fleet.—The whole of the plant of the dredging fleet was fitted and supplied in the spring and maintained in good order during the season of work. At the end of November and beginning of December, the fleet was put in winter quarters at Sorel and repairs to machinery were commenced in the shops. Repairs to hulls were begun in February and continued through March, 1908.

The principal items of repairs were the following:—

Dredge No. 1, was hauled on the slipway. The sides of her well were repaired, several planks were renewed, the seams all caulked and tarred. The rest of the hull was also caulked, the seams tarred and woodwork painted.

The four pistons of the main engine were ground, joints in the steam distribution were overhauled as well as the boiler.

Dredge No. 2. There was a lengthening of the side chute, to reach further on the scow. Also two iron troughs added for the chains forward. A new upper tumbler was placed.

Dredge No. 4. A new lining of the chute was provided, the chute being first strengthened.

Dredge No. 6—had repairs to her boilers, to the plates of the side chute. Two new smoke stacks for boilers.

Dredge No. 7.—The intermediate and low pressure pistons were ground. A new lining inside of the suction turbine was put in, and a new shaft for wheel of this pump was fitted and put in place. Repairs were made to the four boilers.

Fifteen of the discharged pipe pontoons were hauled for caulking and painting.

Dredge No. 8.—Alteration was made to bow anchor winch, to have quicker motion when winding up chain.

Dredge No. 9. Alterations and repairs to the suction pipe travelling crane.

Tug Cartier—had extensive repairs to her deck and upper part of hull.

The boiler was repaired and a new smoke stack and smoke stack casing were put on.

Tug Champlain. A steering gear from the *Jas. Howden* was installed.

Tug Jas. Howden. The deck was caulked, a new steering gear was installed, more power being required for service below Quebec.

The upper part of the hull was tightened up and reinforced, a wooden chock placed under the guard so as to break the impact of the seas.

A new windlass was provided, and a new casing on smoke stack.

Str. De Levis. A new stern cabin was built.

Tug Jessie Hume. A pony pump was added to her equipment.

Coal barge No. 1—had a new smoke stack.

Coal Barge No. 2—had alterations and repairs made to her housing.

Coal Barge No. 3—had her deck overhauled and caulked.

The vessels employed on the maintenance of lights, viz.—the *Shamrock* and barge *Acetylene* were also attended to, as well as those of the construction of lights branch, viz.—the *Vercheres, Hosanna* and *Alpha.*

The Shamrock—had new fireproof floor laid of concrete and tubes under the fireplace.

There were repairs to the anchor hoisting winches. Valves and connections were overhauled, and the steam heating system improved.

The mast and boom were repaired, as also the winches.

Barge Acetylene. The mast was repaired and a new and longer boom installed.

Survey boat for Hydrographic Department. The Str. *La Canadienne* received a general overhauling. She was painted inside and out, the hull being first thoroughly scraped above water line. A condensing coil was added on her exhaust, so as to save the fresh water. A number of minor repairs were made.

Improvements to shipyard. During the summer of 1907 the following buildings were put up.

No. 18. Contains a paint shop and painting room, at one end, the other end has a store room for asbestos materials and work shop. The whole upper part of building No. 18 constitutes a mould loft 170 feet long by 35 ft. wide with good light on all sides, and heated in winter time. The working lines of the vessels are drawn full size in this loft.

No. 19.—Is a building to house the patterns of castings used for the dredging fleet and other constructions. This shed is 100 ft. long x 30 ft. wide and has three floors of these dimensions and an attic above.

Signal service. Cabins for four large and six small stations were built at the shipyard. Flag masts 60 feet in height were also made at the yard for twelve stations.

General. All the buildings of the shipyard were painted during the year and the machinery maintained in a good state of efficiency. The working force at the shipyard during the year varied from 610 to 744 and averaged for the year 641.

The financial statement herewith, shows the total amount expended at the Sorel shipyard during the fiscal year ending March 31, 1908, to have been $1,049,859.41.

Yours obediently,

G. J. DESBARATS,
Director of shipyard.

GOVERNMENT SHIPYARD, SOREL.

STATEMENT of Revenue and Expenditure for the Fiscal Year 1907–1908.

Year.	—	Amount.	Year.	—	Amount.
		$ cts.			$ cts.
March 31..	To Appropriation for St. Lawrence ship channel. ...	759,556 84	March 31..	By Operating dredging fleet..... .. $522,682 84	
" 31	Appropriation for construction of sea-going hopper dredge...	100,000 00	" 31..	Construction for dredging fleet..... 34,406 57	
			" 31..	Improvements to Sorel shipyard 69,169 94	
" 31..	Appropriation for construction of dredge for Cap à la Roche	74,645 33	" 31..	Stores and materials 31,290 09	657,549 44
" 31..	Steamer for construction of lights below Quebec..	12,260 26	" 31..	Construction No. 15 sea-going hopper dredge	141,418 47
" 31..	" " " " on lakes.....	19,626 87	" 31..	" No. 19 dredge for Cap à la Roche...	96,631 97
" 31..	Public Works Department.....	1,142 47	" 31..	" No. 21 steamer for construction of lights below Quebec	12,523 56
" 31..	Steamer *Maisonneuve*	1,710 88			
" 31..	Hydrographic Survey	7,396 73	" 31..	" No. 22 steamer for construction of lights on lakes.....	49,626 87
" 31..	Construction of lights, P.Q.....	21,348 28			
" 31..	Maintenance of lights, P.Q..	9,140 14	" 31..	Public Works Departments, repairs and supplies.	1,463 95
" 31..	" " B.C.....	2,264 63	" 31..	Steamer *Maisonneuve*.....	1,710 88
" 31..	Steamer *Scout*....	183 13	" 31..	Hydrographic survey, repairs and supplies.	7,396 73
" 31..	Signal service....	6,908 91	" 31..	Construction of lights, P.Q.	21,348 28
" 31..	Spur line...	87 02	" 31..	Maintenance of lights, P.Q.....	9,714 64
" 31..	Cruiser *Constance*.....	212 46	" 31..	" " British Columbia	2,264 63
" 31.	C.P.R. liner steamer *Montreal*, re salvage.....	143 41	" 31..	Steamer *Scout*.....	225 88
" 31..	Steamer *Lady Grey*, trip to Seven Islands	2,360 00	" 31..	Signal service.....	6,973 41
" 31..	Sundry refunds....	872 05	" 31..	Spur line, South Shore Railway....	87 02
			" 31..	Cruiser *Constance*.....	212 46
			" 31..	C.P.R. liner steamer *Montreal*, re salvage	143 41
			" 31..	Steamer *Lady Grey*, trip to Seven Islands	5,495 14
			" 31..	Administration of pilotage steamer *Eureka*	16,342 37
			" 31..	Salaries at Ottawa	5,431 98
			" 31.	Steamer *Rouville*.....	13,298 32
		1,049,859 41			1,049,859 41

APPENDIX No. 17.

INVESTIGATIONS INTO WRECKS AND CASUALTIES.

OTTAWA, April 1, 1908.

To the Deputy Minister, Marine and Fisheries,
Ottawa, Ont.

SIR,—I have the honour to submit my report on investigations into casualties and accidents that have occurred on the coasts of Canada, the Gulf and River St. Lawrence, and the Great Lakes, during the season of navigation of the last fiscal year.

The following casualties have been investigated:—

SS. *Mary.*
C.P.R. *Montrose.*
SS. *Lurline.*
SS. *Montreal.*
SS. *Montcalm.*
SS. *Mt. Temple.*
SS. *Yarmouth.*
SS. *Kildona.*
SS. *Basutoland.*
SS. *Lansdowne.*
SS. *Coban.*
SS. *Cassandra-John Lambert* (collision).
SS. *Martha-Eureka* (collision).
SS. *Senlac-Rosalind* (collision).
S.S *Prescott-Havanna* (collision).
SS. *Prince George-Lowwood* (collision).
SS. *Imperial-Germaine* (collision).
SS. *Mongolian-Hurona.* (This investigation held in Great Britain.)
SS. *Charmer-Tartar* (collision).
SS. *Norwalk-Jett* (collision).
SS. *Jessie Hume-Corinne* (collision).
SS. *Vigilant-Nettie B.* (collision).

and the judgment of the court is attached.

In addition to the above-mentioned casualties there have been various investigations in regard to the disobedience of the orders which were laid down for the regulation of the traffic in the Lime-kiln crossing in the Detroit river.

The Lime-kiln crossing is a short and narrow passage, nearly opposite Amherstburg, in the Detroit river; it is entirely in Canadian waters, although nearly all the dredging improvements, &c., have been carried out by the United States government.

The traffic through this crossing is enormous, the records showing some twenty-five thousand vessels passing in the course of a season, carrying nearly seventy millions tons of freight. The whole breadth of the entire channel is only 450 feet, that is to say, 300 feet on the westerly side of the channel, with a depth of 21 feet; and 150 feet on the easterly side of the channel, with a depth of 19½ feet. It will, therefore, be seen that it requires the greatest possible care and caution to avert collisions in this narrow channel, which, if they did occur, very possibly would tie up the greater part of the tonnage of the great lakes; it was, therefore, necessary to establish a patrol, and, as the crossing is entirely in Canadian waters, it was decided that a Canadian patrol boat should be commissioned for this purpose; a set of rules and regulations were drawn

up for the regulation of traffic in this crossing; and the patrol tug is on duty, day and night, with most satisfactory results, seeing the regulations carried out.

The crossing at the Lime-kiln, being entirely in Canadian waters, it is the intention of the Canadian government to regulate the traffic in that locality, and the following regulations are to be carried out by the patrol boat, in addition to the regulations which have already been issued:—

1. All vessels bound down, to take westerly channel of the Lime-kiln crossing.
2. All vessels bound up, to take the easterly channel of the Lime-kiln crossing.
3. In cases of confusion it is the duty of the patrol boat to instruct vessels in the order in which they will pass the crossing, bound either up or down.

A report is sent every day to the department from the officer in charge of the patrol boat, reporting what vessels have passed up and down; their names and nationality, and, in the event of any master disobeying the regulations, if it is a United States vessel, the matter is reported to the United States authorities in Detroit, to take action in the case; and if a Canadian vessel, action is taken by this department.

The St. Lawrence route has been remarkably free from accidents during the season, and none of those which occurred involved loss of life; there were two collisions in the harbour of Montreal, the first between the *Prescott* and *Havanna,* and the second between the *Germaine* and *Imperial;* a third accident occurred when the SS. *Montrose* touched bottom in Lake St. Peter; there was also an investigation into a complaint against the United States steamer *John Lambert,* by the master of the SS. *Cassandra,* for the contravention of the rules of the road in Montreal harbour, and the captain of the *John Lambert* was fined. This was the first case of the kind which has happened in Canadian waters.

This session the Canada Shipping Act was amended in reference to investigations into shipping casualties in the following manner:—

(28) Section 782 of the said Act is repealed and the following is substituted therefor:—

'782. A court so appointed is authorized to hold a formal investigation upon one being ordered by the minister in the following cases:—

'(*a*) A shipping casualty.

'(*b*) Where a master, mate, pilot or engineer has been charged with incompetency, misconduct or default while serving on board any British ship on or near the coasts of Canada or in the course of a voyage to a port in Canada.

'(*c*) Where a master, mate, pilot or engineer is charged with incompetency, misconduct or default while serving as an officer on board a British ship registered in Canada.

'(*d*) Where a master, mate, pilot or engineer is charged with incompetency, misconduct or default while serving on board a British ship found in Canada.

'(*e*) Where, in a case of a collision, the master or certificated officer or pilot in charge of a vessel fails, without reasonable cause, to render to the other vessel, her master, crew and passengers, such assistance as is practicable and necessary to save them from any danger caused by the collision and to stay by the vessel until he has ascertained that she has no need of further assistance, and also to give to the master or persons in charge of the other vessel the name of his own vessel and of the port to which he belongs and also the names of the ports from which he comes and to which he is bound.

'(*f*) Where the minister has reason to believe that any master, mate, pilot or engineer is from any cause unfit or incapable to discharge his duties.'

(29) The said Act is amended by inserting the following section immediately after section 782:—

'782*a*. It shall not be necessary to hold a preliminary investigation before a formal investigation is held.'

(30) Section 784 of the said Act is repealed and the following is substituted therefor:—

'784. A court holding a formal investigation into a shipping casualty shall hold it with two or more assessors to be selected for that purpose by the minister. Such assessors shall have nautical, engineering, or special skill in the matter to be inquired into, and the court shall be the sole judge as to whether any assessor possesses the requisite skill.'

(31) Section 75 of the said Act is repealed.

(32) Section 786 of the said Act is repealed and the following is substituted therefor:—

'786. Every commissioner and assessor, before entering upon his duties, shall take and subscribe the following oath:—

'I (A. B.) do swear (or solemnly affirm) that I will perform the duties of commissioner (or assessor) under the Canada Shipping Act, and that I will act faithfully in that capacity, without partiality, fear, favour or affection. So help me God.'

(33) Section 796 of the said Act is repealed and the following is substituted therefor:—

'796. The court may at any time, either during or after a formal investigation, call upon any master, mate, pilot or engineer, to deliver his certificate to the court.'

(34) Section 798 of the said Act is repealed and the following is substituted therefor:—

'798. The court shall, upon application being made therefor, furnish free of charge to any master, mate, pilot or engineer, whose certificate has beeen cancelled or suspended, or to his agent, a copy of the judgment of the court.'

(35) Section 799 of the said Act is repealed and the following is substituted therefor:—

'799. The court shall in all cases send the judgment in the case, with the evidence, to the minister, and if it determines to cancel or suspend any certificate, and the certificate has been delivered to the court, the certificate shall also be sent to the minister.'

(36) Subsection 3 of section 801 of the said Act is repealed and the following subsection is substituted therefor:—

'3. A certificate shall not be cancelled or suspended under this section unless the holder of the certificate has had an opportunity of making a defence.'

(37) Section 806 of the said Act is repealed and the following is substituted therefor:—

'806. The minister may order the case to be re-heard by the court by which the case was heard in the first instance, or may appoint another commissioner and select the same or other assessors to re-hear the case.'

(38) The said Act is amended by inserting the following section immediately after section 806:—

'806*a*. There shall be no appeal from any decision of a court holding any formal investigation under this Act, except to the minister, for a re-hearing under the provisions of section 806.

'2. No proceeding or judgment of a court in or upon any formal investigation shall be quashed or set aside for any want of form, nor shall any such proceeding or judgment be removed by *certiorari* or otherwise into any court; and no writ of pro-

hibition shall issue to any court constituted under this Act in respect of any proceeding or judgment in or upon any formal investigation, nor shall such proceeding or judgment be subject to any review except by the minister as aforesaid.'

(39) Section 820 of the said Act is repealed and the following is substituted therefor:—

'820. Every master, mate, pilot or engineer who fails to deliver his certificate to the court when so required, either during or after a formal investigation, shall incur a penalty not exceeding two hundred dollars.'

(40) The schedule of the said Act is amended by adding thereto the following forms:—

'FORM "W."

'Appointment of Commissioner.

'In pursuance of the powers vested in me, I, the honourable. . . . . , Minister of Marine and Fisheries of Canada, do hereby appoint. . . . . to be a commissioner for the purpose of holding a formal investigation into (here describe the casualty to be investigated).

'Dated at. . . . . , this. . . . . day of. . . . . , 19. .

. . . . . .

'Minister of Marine and Fisheries.

'FORM "X."

'Appointment of Assessor.

'Under the provisions of the Canada Shipping Act, I, the honourable. . . . . , His Majesty's Minister of Marine and Fisheries of Canada, do hereby appoint. . . . . to be an assessor under the provisions of the said Act.

'Dated at. . . . . , this. . . . . day of. . . . . , 19. .

. . . . . .

'Minister of Marine and Fisheries.'

A full statement of wrecks and casualties that have occurred in Canadian waters and to Canadian sea-going vessels in others waters, will be found in the supplement to this report.

I have the honour to be, sir,
Your obedient servant,

O. G. V. SPAIN,
Wreck Commissioner for Canada.

SS. 'MARY.'

The court, after reviewing the evidence adduced, finds as follows:—

That the steamer *Mary* was managed by Messrs. Revillon Bros., and in the fall of 1906, the vessel being out of commission and without master or ship's company, Messrs. Revillon gave instructions to Mr. Fournier, who had been formerly master of the *Mary* for a short period, and who holds a certificate as master of a fore-and-aft rigged sailing vessel, to place her in winter quarters, and that this officer not having great experience of the movement of the water and ice during the winter season in the

harbour of Montreal, took counsel with a Mr. Rochon as to the desirability of placing the vessel alongside the Tarte pier for the winter; this man, considering that the Tarte pier was a safe place, advised Mr. Fournier to place the *Mary* there.

From all the evidence which it has been possible to gather, Mr. Rochon's knowledge of river conditions during the early spring were more general than particular. He had never before taken care of a steamer in the ice, nor had he at any time seen a steamer wintering in the ice in that locality.

The steamer *Mary* was placed alongside the Tarte pier and was frozen in there. She remained in that condition until the night of March 28, or the morning of the 29th, when the ice began to go down the channel and fill up the narrow parts, causing the water to back up over the ice.

The *Mary* being frozen in securely, and the ice by which she was held, holding firmly and failing to rise with the rising water, the water overflowed the vessel filling her and causing her to sink; the ice surrounding her slackening at the same time sufficiently to allow her to break through it.

The backing up of the water over the ice, caused by the loose ice, filling up the narrow parts of the channel, is a common happening and is a well known fact to persons of experience on the river; the effect of this backing of the water is much more noticeable below St. Mary's current, therefore, it is invariably customary to place vessels in winter quarters in Montreal harbour inside of the Guard or Mackay pier; the valuable plant belonging to Mr. Poupore, the contractor, was removed from the Tarte pier to a place inside the Mackay pier for winter quarters for the reason that the latter mentioned place was considered by the manager far safer in every way.

The court is of the opinion that the man whom Revillon Bros. left in charge of their vessel during the winter was not competent to fulfil the task, and the authorities of the port of Montreal were not consulted in reference to the berthing of the vessel. The regulations respecting berthing of vessels in the port of Montreal were not complied with in the case of the *Mary*.

In the opinion of the court a far safer place in the harbour of Montreal might easily have been found to winter her. Rochon being the only man employed was unable to take the customary precautions to prevent the vessel being damaged at the time of the well known spring conditions.

For the above mentioned reasons, the court is of the opinion that Messrs. Revillon showed a want of interest in the safeguarding of their vessel during the winter; there were many experienced men in Montreal from whom they could have taken advice, and who doubtless would have informed them that the Tarte pier was not a safe place to winter the vessel, but they were thoroughly satisfied with leaving the matter in the hands of Fournier and Rochon who, in the opinion of the court, were not competent men for this particular work.

There also apparently was no endeavour on the part of Rochon to cut away the ice round the vessel so as to give her a chance with the water, a custom which is generally followed.

The court is, therefore, of opinion that Messrs. Revillon Bros. are responsible for the damage caused to their vessel.

O. G. V. SPAIN,
Wreck Commissioner.

I concur:

JAMES RILEY,
Assessor.

SS. 'MONTROSE.'

The court, on the termination of hearing all the evidence which it was possible to obtain, and after affording both the pilot and the master and officers of the ship full opportunity for defence and explanation, finds as follows:—

The SS. *Montrose* is a vessel of 6,278 tons gross, and owned by the Canadian Pacific Railway Company, registered at the port of Liverpool, Great Britain, and commanded by Captain J. H. Moore, who holds a Board of Trade master's certificate.

The SS. *Montrose* was fully found in all the requisites to safe navigation, and properly manned, in accordance with the Act; from all the evidence adduced, all went well on the voyage until after the vessel passed Father Point, at which place, at 7.56 a.m. apparent time, on the 2nd instant, Branch Pilot Joseph H. Talbot, who holds a pilotage certificate for and below the harbour of Quebec, was taken on board, and took charge of the navigation of the vessel; at this time the weather was fairly clear, and the east end of Barnaby island was visible, but the weather conditions were such as to conduce to caution. At 9 a.m. Bicquette was passed at an approximately assumed distance of three miles, but nothing was observed; weather thick and lifting at intervals.

At 11.30 a.m. the vessel was enveloped in thick fog, but the sound signal on Red Island lightship was heard right ahead; ship was continued at full speed, which was in the neighbourhood of ten and one-half to eleven knots; for some reason, not satisfactorily explained to the court, they passed north of the Red Island lightship, starboarding the helm, and passing between the ship and the island.

The testimony at this point is somewhat conflicting, it being impossible to find out exactly how long the ship was headed to the S.E., but the evidence of the master and officers of the vessel shows that the lightship was passed at 11.56 a.m., and the *Montrose* was steadied on her course of S.W. by W. ¼ W. at 12 h. 02 m. p.m. (or six minutes) and she took the ground at 12.18 p.m.; clearly proving that she could not have run on the S. E. course for as long a time, or for as great a distance, as the officers in charge assumed she had.

The court considers that the pilot, Joseph H. Talbot, was guilty of a grave error of judgment, inasmuch as he continued at full speed, and on too fine a course, without first ascertaining, by lead or otherwise, that the vessel was in a safe position to clear a thoroughly well known danger.

At the same time the court cannot exonerate the master, J. H. Moore, from blame, as this officer accepted the actions of the pilot as correct, and allowed him to alter the course, and continue at full speed, without first assuring himself of the actual position of the vessel—which might have been so easily and conveniently found out by taking the departure from the lightship, and running a course that would determine a safe offing from the Red Island reef. The court, taking into consideration the excellent record as a pilot held by Joseph H. Talbot, fines him the sum of one hundred dollars, which is to be paid in four quarterly instalments, of twenty-five dollars each; Captain J. H. Moore, master of the S.S. *Montrose,* is admonished and warned to be more careful in future. The court exonerates the other officers of the S.S. *Montrose.*

O. G. V. SPAIN,
Wreck Commissioner.

We concur:

ARCHIBALD REID,
Master Mariner and Port Warden of Montreal.

CHARLES A. RAYMOND,
Branch Pilot for and below Quebec.

S.S. 'LURLINE.'

The court having carefully inquired into all the circumstances attending the above mentioned shipping casualty, finds as follows:—

That the steamship *Lurline* was a vessel of 78 feet 8 inches long, 16 feet 3 inches beam, depth 7 feet 8 inches with a gross tonnage of 66 tons, that she was owned by

the Ontario Government and commanded by Captain J. B. Forest, who holds a service certificate as master of a steamer on the inland waters.

It appears from the evidence adduced that the *Lurline* left Sarnia, Ontario, on Thursday morning, October 26, 1907, and arrived off the port of Goderich about five o'clock in the evening of the same day, the whole run being made in daylight, and the obstruction which caused the casualty was also struck during daylight.

This obstruction was a breakwater which was built by the Federal Government several years ago and had been partly washed away and became submerged.

It was, however, marked by a stake at each end and, in addition to this, a gas buoy was at the southwest end. This buoy was red and was placed on the wrong side of the channel; the fact of the buoy being in this position, however, did not in any way affect this particular casualty, as by the evidence the captain himself gave he was proceeding in the harbour on the old ranges. These ranges have been in operation for more than 20 years, are misleading and lead a vessel immediately over the submerged breakwater. The court recommends that they should be immediately discontinued.

New range lights were put in operation in 1905, and on June 13 of that year mariners were all advised as to the work being done, on September 2, 1905, a further notice was sent out advising all mariners that new range lights had been established and at the same time giving explicit directions as to entering the harbour, again on September 20 of the same year mariners were advised that a portion of the breakwater had been carried away, and warning them to enter on the new ranges referred to above.

These notices to mariners are sent to all Canadian Collectors of Customs whenever any new aids to navigation are established or when any danger is reported, and masters of vessels should inquire at the customs house for these notices.

Captain Forest did not take the necessary precautions to possess himself of the latest information in regard to the harbour of Goderich, which could have been easily obtained from the last port the ship left, and the same information could also have been ascertained from the Coast Pilot Book, which was actually on board the steamer at the time of the disaster; this officer was under the very mistaken impression that the aids to navigation at the entrance to Goderich harbour were exactly the same as they were when he last was there, between 15 or 20 years ago, and the casualty to the *Lurline* was caused by the indifference and negligence of the master in not supplying himself with the necessary information in regard to the aids to navigation which have been established in recent years and which might have been so easily obtained.

As far as the court has been able to ascertain the previous record of Captain J. B. Forest is a good one, but the court is unable to overlook the carelessness of this officer in not providing himself with the information above mentioned, and therefore feels constrained (more especially as at the time of the accident the weather was clear and there was practically a calm sea) to suspend the service certificate as master of a steamer on the inland waters held by Captain Forest for a period of six months from the 25th day of October, 1907, the date of the disaster.

O. G. V. SPAIN,
Wreck Commissioner.

We concur:

(Sgd.) W. A. WIGGINS,
S. CRANGLE,
Master Mariners, Assessors.

S.S. 'MONTREAL.'

The court having carefully inquired into all the circumstances attending the above mentioned shipping casualty, finds as follows:—

That the steamship *Montreal* was fully found in all the necessary requisites to safe navigation, and properly manned, in every particular, in accordance with the Act; that the machinery and steering gear work well; and that the pilot's orders were promptly attended to.

It appears from the evidence adduced that all went well on the voyage, until after the vessel passed Quebec, where Branch Pilot Lyderic Bouille, (who holds a pilotage certificate for and above the harbour of Quebec), was taken on board and took charge of the navigation of the vessel; there was no trouble whatever experienced up to the time of passing the buoy, on the south side of the channel below lightship No. 2; the pilot himself steering and a strong wind blowing from the north. At this place the *Montreal* took a sudden sheer to starboard, (probably from the fact of having too much port helm at the time, although after passing the buoy the helm was put hard-a-starboard), and took the ground near lightship No. 2, striking her port bow against the crib and concrete base of the collapsed light-tower, thereby causing serious damage to the port side of the vessel, filling No. 1 hold and No 2 deep tank, with water, and damaging a large portion of cargo; the vessel remained stranded until 8 p.m. on the 3rd instant, when after lightening a good portion of the cargo, she floated and proceeded on her voyage to Montreal. The testimony, as to the working of the engines, and the orders given shortly before the accident occurred, is conflicting but the court considers that the evidence brought forth proves that the instructions of the pilot, in regard to the movements of the engines, were obeyed, and that he was responsible for any orders given. The court considers that the stranding of the steamship *Montreal* was caused by the wrongful act of Pilot Lyderic Bouille, and adjudges him guilty of a grave error of judgment in, (firstly) attempting to cross Lake St. Peter and not anchoring at the new anchorage ground, opposite white buoy No. 57, when he found the vessel was not (as he claims) steering well, and darkness was rapidly approaching; and, (secondly), although the channel is six hundred feet wide at this point, by attempting to pass north of lightship No. 2, which was evidently his intention, as—after the vessel had taken the ground, he gave the order 'full speed ahead' on both engines, and 'hard-a-port.' The court takes into consideration the long experience, eighteen and one half years, which Lyderic Bouille has had as a pilot; his uniform good conduct and freedom from accidents during this period; and, in view of these facts, desires to be as lenient as possible, under the circumstances, but cannot overlook the grave error in judgment that he made, on this occasion; and, therefore, imposes a fine of seventy-five dollars, to be paid in three quarterly instalments of twenty-five dolars each; the first instalment to be paid on January 1, 1908.

The court exonerates the master and officers of the steamship *Montreal* from all blame.

O. G. V. SPAIN,
Wreck Commissioner.

We concur:

(Sgd). ARCHIBALD REID,
Master Mariner and Port Warden of Montreal, Assessor.

WILBROD GAUTHIER,
Branch Pilot for and above the Harbour of Quebec, Assessor.

JUDGMENT *re* STRANDING OF THE C.G.S. 'MONTCALM.'

In accordance with instructions I proceeded to Quebec and held an investigation, under oath, into the cause which led to the stranding of the C.G.S. *Montcalm* at Pointe

Au Maurier, on the morning of the 22nd ultimo. I fully inquired into the whole matter, and have to report that no blame is attached to the captain or officers of this vessel. The casualty was a fortuitous accident, and the ship struck on an uncharted rock; all precautions were taken, she was going slow at the time, the lead was being used and lookouts were stationed.

In following out the instructions as laid down by the St. Lawrence Pilot, Seventh Edition, 1906, the course directed to be used in entering Wataghestic Sound leads directly over the rock which the *Montcalm* struck. There is a depth of twelve to fourteen feet on the rock, surrounded by depths varying from twenty to twenty-six fathoms; bearings and distances exactly locating the position of this rock were taken by the captain and officers, and there is no doubt in my mind that everything was done that possibly could be done for the safe navigation of the vessel.

Captain Belanger and his officers are therefore exonerated from all blame and a formal investigation into this matter is not necessary.

DECISION OF THE COMMISSIONER AND NAUTICAL ASSESSOR *re* STRANDING OF THE SS. 'MOUNT TEMPLE.'

The stranding of the ship occurred on Monday, December 2, 1907, at about 2·44 in the morning.

It appears from the evidence that the captain had a good position in leaving Cape Pine, Newfoundland, and that he had sounded on the morning of December 1, to verify his position in crossing the banks, and also that he had partial observations after noon on the same day. In the evening of that day there were a few snow squalls previous to midnight, and while it seemed clear on the horizon at midnight, the evidence shows that it was overcast. Although the captain had considered that he had taken sufficient precautions throughout the day to ascertain his position, and therefore felt confident at midnight that he knew his position, we find that there was want of prudence on his part under all the circumstances in this case, in omitting to take soundings when approaching the coast. Considerable evidence was given to show that there was an unusually strong current during that evening and also that there was a tidal wave, but we cannot find that the influence of these phenomena caused the stranding of the ship. If soundings had been taken at eight o'clock in the evening of December 1, and again at midnight, the captain would have found that the position he had taken from the reckoning was not correct, and that the ship was experiencing some unusual current, and having thereby obtained this knowledge he would not have left the deck while steering a course which he would then know was carrying the ship toward the land.

Notwithstanding the fact that Captain Farrell of the *Sylvia*, a mariner of long experience, who was also approaching the same coast, and on practically the same course, on the night in question, testifies that, with the weather then prevailing, and where an observation had been taken at noon, he would not think it necessary to have been sounding, we nevertheless consider that sounding should have been taken at eight o'clock and midnight, and that the captain of the *Mount Temple* was in default in not using the lead under the circumstances.

We deem it our duty to place on record the fact that after the casualty had occurred the discipline on the ship was admirably maintained, and that the skill and judgment displayed by the captain, under most trying conditions in superintending the successful landing of 633 passengers in safety are worthy of the strongest commendation.

When the captain left the deck, shortly after midnight, the second officer who then took the watch, received written orders from the captain to call him if the weather got thick or hazy. There were snow-squalls between one and two o'clock in the morning and these snow-squalls were becoming heavier and more persistent as time passed. From about 2.30 in the morning until 2.44, when the ship struck, a snow-squall prevailed, and it was then snowing heavily. It must have been very thick when the ship

struck because the land itself was not seen by the second officer, as land, until she struck. He admits himself that if he had called the captain when the snow-squalls became frequent and prolonged the captain might have altered the course and cast the lead.

While this second officer was on duty at about 2.35 in the morning, the look-out reported a light, which the second officer took to be a vessel's light, about two or three miles off. It was a bright light and could be seen all the time after 2.35 until the ship struck. It subsequently transpired that this light was the light on West Iron-bound island, and that the ship had overrun her distance from noon about forty-two miles. When the second officer saw that bright light ahead, or nearly ahead, and assumed that it was a vessel's light, he ported the wheel without taking into consideration that that course might carry his ship upon the land. We desire to make reasonable allowance for the unexpected situation in which he found himself, but it must be noted that he was not obliged to exercise his judgment instantaneously, and he had sufficient time to enable him to come to a proper decision under the circumstances and to have starboarded his wheel and gone off shore.

On the foregoing grounds we find that the second officer was grossly culpable.

In this matter there having been no preliminary report or statement of the case, referred to in sections 780, 788 and also subsections 3 of section 801, the service of a copy of which on the certificate holder is made an essential pre-requisite to the suspension of the certificate, we have no statutory power in this case to suspend the extra master's certificate of the Second Officer Griffith Owen Lewis No. 035827, but we make these findings upon the evidence so that the certificate of the second officer may be dealt with in subsequent proceedings by the proper authorities, if such a course is deemed expedient.

JUDGMENT *re* STRANDING OF THE SS. 'YARMOUTH.'

It would appear from the evidence that Captain McKinnon in fixing his course allowed too much to the east of north for the tide, viz., N. ¾ E., the proper course being N. 2 degrees west.

The lead was only used twice—the first cast was made at 4.37 o'clock, and 18 fathoms of water found, this was eleven minutes before the steamer struck. The second cast was made at 4.43 o'clock, and 13 fathoms of water found, just five minutes before the steamer struck.

In my opinion, when it was found that the water was shoaling so quickly and the steamer going slow, it would appear that more precaution should have been taken, either by coming to an anchor or by putting the steamer on another course, say W. N. W., which would, in all probability have prevented the accident.

IN THE MATTER OF THE FORMAL INVESTIGATION INTO THE 'KILDONA' CASUALTY.

Report and decision of the Commissioner and Nautical Assessors:—

This casualty occurred on Saturday, December 14, 1907, at about 8.40 in the morning. The Nova Scotia coast was first sighted at half-past six in the morning, the ship being then abreast of the *Gull,* with the Gull light abeam. The weather was then fairly clear, but very hazy on the land. Previous to this time we find that the captain had been navigating the ship with all due care: that he had approached the land on the previous day and had his position well verified at this time and was then justified in running for the Brazil buoy. On getting near the position where the buoy ought to have been he was in the act of going to take cross bearings when the ship struck Brazil Rock. The sea was fairly smooth at the time and there was no indication of the sea breaking on the rock. There was not a sign of the rock.

All the evidence establishes conclusively that this buoy was not only out of position but was nowhere in the vicinity to be seen. The current was very strong at the time of the casualty. The captain had given instruction to the officer in charge

to look out for this buoy, and from the evidence given before us we find that he was justified in running for the buoy.

After the casualty occurred, every possible effort was made by the captain and his officers to save the ship and prompt aid was rendered by S.S. *Louisburg* which was specially equipped for salvage purposes, and the attempt to save the ship was not abandoned until further effort became manifestly hopeless. From the foregoing facts we consider that the captain and officers are entitled to be exonerated from any blame in connection with this casualty.

(Sgd.) W. B. WALLACE,
Commissioner.

NEIL HALL,
CHAS. W. SEELEY.
Assessors.

FINDING IN STRANDING OF SS. LANSDOWNE.'

Captain Geo. W. J. Bissett, commanding the SS. *Lansdowne,* testified as follows:—

After leaving Yarmouth and entering this inside passage, he slowed the ship down to half speed, steering the course as laid down on the chart, until Green island was well in sight, when he ordered the third mate, Mr. Robertson, to get the bearing of this Green island, by the standard compass, which was obtained and reported to witness (the master) who ordered the helmsman to steer S.W. by S. ½ S. (S. 2½ points W.) which was direct to the island, plain to be seen, and also ordered the boatswain at the same time to his station, to keep the lead sounding, the ship taking the bottom as the boatswain was about casting the lead, the tide being at this time, one hour and twenty minutes from low water, sea was smooth, the ship hard and fast on the bottom, until flood tide gave sufficient water. Ship coming off showing no evidence of being stranded or of leaking, nor has any further evidence of same shown at this date.

To questions as to whether the ship's standard compass was correct magnetic, the witness stated that the compass was found to be correct some little time before, and again two days after the accident.

The third mate, Mr. Robertson, was put on the stand, his testimony fully confirming Captain Bissett's declaration. After this the line of bearing as stated for Green island (S. 2½ points west) was laid down and found to clear the shoal on which the *Lansdowne* took the bottom, thereby making it evident, that either a mistake had been made in the bearing of Green island, or that the ship's standard compass was not correct magnetic.

The latter I am inclined to believe was the case, because the shoal on which the ship took the bottom is not on the line of bearing S. 2½ points west, which was the course claimed to be steering when heading for Green island, at the time she ran aground.

If this be not the cause, then evidently there must have been a mistake in the bearing given, which should have been S. by west ½ west, instead of S.W. by S. ½ S, This error should have been discovered the moment the ship's head was brought to bear direct for Green island.

S.S. 'COBAN' CASUALTY.

(1) The S.S. *Coban* had her engines stopped in rounding the Bunker Island Light and the strong current of the ebbing tide nipped her starboard bow putting her across the channel over towards and upon the edge of Sallows Rock shoal. The deepest water of the channel is midway between Bug Light and Sallows Rock.

(2) The captain and officers said ship was considerably nearer Sallows Rock than the Bug Light; and the ship striking bottom on starboard side confirms this statement.

(3) *Coban's* bottom on starboard side caught an obstruction on the rocky bottom,

presumably a boulder that had been moved out of position by the then recent attempt of the dredge *W. S. Fielding* to deepen the bottom along the west side of the flats down to and past Sallows Rock.

(4) The pilot should have known the deepest part of the channel and should have insisted on the S.S. *Coban* keeping to the line. He knew the current runs out strong near low tide and that the working channel is then narrower. The pilot was certainly blameworthy for not keeping the ship in the deepest water. He asked what water the ship drew and was told by Captain MacPhail 16 ft. 10 in. aft; with 18 ft. or 19 ft. at low tide in channel. The pilot would have known that only the centre of the channel was safe. Instead of that he allowed the ship to ground where the leadsman half an hour later found 2¾ fathoms at ship's sides.

(5) Mr. Thomas Doane, the pilot, is lighthouse keeper and fog alarm engineer at Cape Fourchu but he is not a certificated pilot. He has not been to sea for 30 years and is not known by Harbour Master Scott to have been an officer on any sailing ship. Of steamers and handling them, his action on the *Coban* indicates ignorance.

(6) There is no competent pilot in or near Yarmouth obtainable for a ship wanting to enter the harbour; I beg to suggest that a pilot commission be appointed for Yarmouth and neighbouring parts, including harbours from Petite Passage, Digby to Harrington Passage.

(7) This pilot commission should have headquarters at Yarmouth with two resident members. One member for Tusket, one for Pubnico and vicinity, and one for Barrington Passage and Clarke's Harbour; west of Yarmouth, one member for Weymouth river or St. Mary's Bay and one for Westport and neighbourhood. The proviso should be stated by the Order-in-Council that the eastern members of the commission would concur in appointment of pilots for harbours east of Yarmouth and the members west of Yarmouth to control any western appointment.

(8) There is no sheet chart of Yarmouth harbour, while Ship harbour, Beaver harbour, Canso, Pictou and Pugwash have nice large charts. As Yarmouth is a leading port respecting passenger traffic, it is important that adequate charting be made and published.

SS. 'CASSANDRA' AND 'JOHN LAMBERT.'

The court, having carefully inquired into all the circumstances of the above-mentioned complaint, and, after considering all the evidence it was possible to obtain, finds as follows:—

It appears from the evidence adduced that the steamer *John Lambert* was berthed on the up-stream side of the Alexandra pier, in the harbour of Montreal, at 11.20 p.m., on the 23rd of May last; at about seven in the morning of May 24, she left this berth, in order to go into the basin, inside of the Victoria pier, where, according to the evidence, she was to unload into the SS. *Nordstjernen*; the *John Lambert* was moored at the Alexandra pier, with her bow towards the city, and the captain, in his evidence, says that, as she was being swung round in the basin, above the said pier, in order to enable him to head down stream, the *Cassandra* was noticed coming out of Windmill Point basin, manœuvring, in order to turn, and go down stream, also; it is very clear, from the evidence, that both ships were, therefore, proceeding down the river, the *John Lambert* being some short distance ahead of the *Cassandra* and on her port bow; the vessels proceeding at a moderate rate of speed. The master of the *Cassandra* gave one short blast with his whistle, and ported his helm, in order to enable him to take up his proper position, on the starboard side of the channel; the evidence of the crew of the *John Lambert,* at this point, was, that they had not heard this first blast, given by the *Cassandra;* however, whether this signal from the *Cassandra* was heard or not by the *John Lambert,* the master of the latter vessel gave two short blasts with his whistle, signifying to the vessel astern, according to article 28 of the Act respecting the Navigation of Canadian Waters, that he was directing his course to port, but, instead of carrying out the manœuvre, as indicated by his signal, he did exactly the opposite, that

is to say, he ported his helm, going to starboard, and running directly across the bows of the *Cassandra*. The evidence, at this point, in regard to the distance the two vessels were apart, is very conflicting, the evidence of three of the witnesses for the *John Lambert* contradicting the evidence of seven of the witnesses for the *Cassandra*; the *John Lambert's* witness saying that the vessels were so far apart that at no time was there danger of collision; the court, however, attaches great importance to a disinterested witness, that is to say, the master of the tug *Lucia*, who says that he was ahead of the *Cassandra*, and connected with her by one hundred and fifty feet of a tow line, and that he had to let go his tow line, as, otherwise, if he had not done so, the *Lucia* would have struck the *John Lambert*.

The master of the *Cassandra* immediately took prompt action to avert what he considered would be a collision with the *John Lambert;* he reversed his engines, let go both anchors, and sounded three blasts of his whistle to signify that he was going full speed astern. The court considers that, by this action, a collision was averted and the *John Lambert* passed safely across the *Cassandra's* bows, proceeding up-stream and into her berth.

The master of the *Cassandra* had no intimation of the intention of the *John Lambert*, to deviate from the course he was pursuing down stream, and, when he was misled by the signal of the vessel, a collision was imminent and he took every means to prevent it.

The master of the *John Lambert* does not offer any valid reason for his serious and dangerous breach of the rules of navigation and his excuse that he thought the rules of navigation on the Great Lakes applied to the harbour of Montreal, does not exonerate him in any way, as the rules of the road for the Great Lakes (see Section b. of Article 28) distinctly state that two short blasts means 'I am directing my course to port.'

The court is, therefore, of the opinion that the master of the *John Lambert* was in grievious fault, and that a serious disaster might have occurred, owing to his actions —and would have occurred—if it had not been for the prompt means which the master of the *Cassandra* took to avert it.

The court desires to bring to the notice of the authorities that Dennis T. Sullivan, of Duluth, Minnesota, master of the steamer *John Lambert*, holds a United States license as master of steam vessels for the Great Lakes, and tributaries, and as first class pilot between Chicago and Duluth which bears an endorsement, extending the license to the St. Lawrence river as far east as Ogdensburg; therefore this vessel, not having a branch pilot on board, was absolutely without an officer of any sort whose certificate or license would entitle her to navigate the waters where the casualty nearly occurred, the mate's license reading only as far east as Ogdensburg also. This, the court considers, a very serious matter and it is not an isolated instance as, in most cases which have been brought to the attention of the court, United States vessels, of this description, navigating Canadian waters east of Ogdensburg, are in the same category.

In addition to the above, the court is of the opinion that the *John Lambert* was liable for compulsory payment of pilotage, and in moving without a pilot, contravened the Montreal Harbour Commissioners' by-laws, and makes it compulsory on all vessels to pay dues for the services of a branch pilot when moving into or out of the harbour of Montreal.

The master of the *John Lambert,* holding a United States license, is outside the jurisdiction of this court even if his license were good east of Ogdensburg, and the court suggests in this case, that some action should be instituted against the master of the *John Lambert* under Section 924, of Chapter 113, of an Act entitled 'An Act respecting Shipping in Canada.'

O. G. V. SPAIN,
Wreck Commissioner.

I concur:
(Sgd.) JAMES RILEY,
Superintendent of Pilots and Master Mariner.

SS PRESCOTT AND HAVANA.

The court, having carefully inquired into the circumstances of the above-mentioned casualty, and after considering all the evidence it was possible to obtain, finds as follows:—

It appears from the evidence adduced that the ss. *Havana*, on the evening of the 2nd of July last, arrived at the entrance of lock number one, Lachine canal, and put two men ashore, to look after the lines, which were to help the vessel through the lock: at this moment the lockmaster gave orders to the master of the *Havana* to allow the ss. *Prescott*, which was following her, to go ahead, in accordance with paragraph *c*, section 19, of the regulations for the Dominion canals; to execute these orders the *Havana* went alongside, and made fast to a barge, which was moored on the south side of the entrance to the canal, so as to allow the *Prescott* to pass, the *Havana* overlapping the barge a portion of her length. According to the evidence, at this time, the *Havana* was within 150 feet, approximately, of the canal gate; the *Prescott* passed the *Havana*, and arrived at the entrance to the gate; Alfred Ouelette, who was in charge of her at the time (the master being down below) gave the signal to stop and reverse, by pulling two bells, but, finding his vessel still going ahead, he endeavoured to communicate with the engine-room, by pulling the forward bell, and also the port bell; he then gave two blasts of the whistle, which, he presumed, the engineers would understand meant to reverse, and, at the same time, he called down into the engine-room for the engineer to stop and reverse the engines; the *Prescott*, however by this time, had too much way on, and smashed into the upper gates of the lock; the rush of water caused by the smashing of these gates was enormous (as there was a difference of some twelve feet in the level of the upper basin); this rush, which lasted for about thirty seconds, carried the *Prescott* back at the rate of some fifteen miles an hour, her stern striking the port bow of the *Havana*, about fifteen feet from the stem, driving her on to the north pier, as the *Havana* was heading for the north side of the dock, causing considerable damage, and necessitating her being beached at the south end of the Bickerdike pier, where she sank.

The accident was caused by the wrong signal being communicated from the upper deck of the *Prescott* to the engine-room, the gong only striking once, instead of twice, as the officer in charge of the *Prescott* at the time intended; the reason for this being, that the spring on the hammer of the gong in the engine-room broke, after the first stroke was given.

Ouelette, from the evidence, apparently did everything in his power to stop the way of his vessel, when he found that his orders to the engine-room were not being carried out, and that, instead of the speed of the *Prescott* being lessened, it was increased; but the court considers that this speed was too great, even before he attempted to give the signal to reverse the engines, it, evidently, being his intention to stop the way of the *Prescott* by her engines, instead of with lines, as laid down in sections 5 and 26, of the Regulations for Dominion Canals.

Section 621, chapter 113, of an Act respecting Shipping in Canada, distinctly states that there should be some approved arrangement to repeat back the signal from the engine-room to the deck; in the case of the *Prescott*, as far as the court has been able to ascertain, there was no arrangement, approved or otherwise, by which a signal could be repeated back; whether such a repeating signal would have avoided the casualty in this case the court is not prepared to state, but it is the duty of the owners to provide their ship with the proper appliances, and equipment, for her navigation; and it is negligence on the part of the master to proceed on his voyage without them. The Act provides that all passenger vessels shall be equipped with certain mechanical devices, and the inspector of hulls overlooked the fact that the *Prescott* was not provided with a means of repeating signals from the engine room.

As far as the steamer *Havana* is concerned, if she had been allowed to proceed on her way into the lock, the probabilities are that no accident would have occurred, but at the last moment she was instructed by the people in authority to give way to the

Prescott; she immediately endeavoured to carry out these instructions in the best and most convenient way, and made room, as far as possible for the *Prescott* to pass her, by going alongside the barge aforesaid and, although her actions were not in accordance with paragraph (*d*) of section 19 of the regulations for Dominion canals, which says that she should not have been at a less distance than three hundred feet from the entrance to the lock, the court is of opinion, taking all the facts of the case into consideration, and the short time at the disposal of the *Havana*, that the local conditions were such that it was impossible for her to do otherwise. The court, therefore, considers as follows:—

(1) There should have been repeating signals from the engine-room to the deck of the *Prescott*;

(2) The master of the *Prescott,* that is to say if Captain Dunlop is considered master of the vessel—which the court presumes he is—should have been on deck at the time when his vessel was passing through the lock;

(3) The engineer of the vessel is not responsible, in any way for the casualty as he carried out the orders received by him, in obeying the signals from the deck;

(4) The court concludes from the evidence that the bells, spring, gong, &c., in question had been inspected on occasions and that the breaking of the spring of the hammer in question could not have been foreseen; but, as before stated, there should have been some means of repeating the signal from the engine-room to the deck;

(5) Section 26 of the regulations for the Dominion canals, distinctly states that a vessel of over two hundred tons, in navigating the canals, shall be provided with four good and sufficient hawsers, two laid astern, one laid ahead, and one breast-line, and each hawser shall be attended to by one of the crew to check the speed of the vessel while entering the lock. These rules do not appear to have been carried out.

The court censures Captain Dunlop for not seeing that the proper equipment was on board his vessel and also for the vessel proceeding at too high a speed when entering the lock; although the court is aware that Captain Dunlop was not on deck at the time, it is considered that, as master of the vessel, he should have been. The negligence of the inspector of hulls, in reference to the lack of repeating signals from the engine-room to the deck is brought to the attention of the Department of Marine and Fisheries, and the court also considers, as before stated, that it is the duty of the owners to see that the vessel is supplied with all proper appliances and equipment. No blame is attached to the owner and master of the steamship *Havana.*

O. G. V. SPAIN,
Wreck Commissioner.

I concur:

(Sgd.) A. HAWKETT,
Master Mariner.

JUDGMENT IN THE 'ROSALIND' AND 'SENLAC' COLLISION CASE.

The court in this case is of opinion—judging mainly from the statements of Captain McKinnon of the *Senlac*:—

First.—There was carelessness in the captain and officers of the *Senlac* not noting the time of leaving the wharf at Halifax.

Second.—There was gross recklessness in pushing the *Senlac* down Halifax harbour in dense fog at speed of 7 or 7½ knots per hour as stated by the captain, when the ship's utmost speed was 9½ or 9¾ knots. This rate was ordered by Captain McKinnon setting the telegraph at 'full speed ahead' shortly after leaving the wharf and not making any change even when he heard the whistle ahead of the incoming steamer.

Third.—Captain McKinnon's notice to the other steamer that he was going to starboard, by the blowing of one short blast, which was duly answered, should have been obeyed; and had the *Senlac* kept to starboard with resultant collision she would

have been exonerated. When the alleged two short blasts were made (if made) the two ships were too close, even had the weather been clear, to avoid collision. (This seems not to be a fog signal but for vessels in sight).

Fourth.—The *Senlac* was entirely in fault in going to port and thus crossing the bow of the *Rosalind.*

Fifth.—The *Rosalind* took proper precautions in coming up Halifax harbour; and did all possible during and after the collision.

SS. 'PRINCE GEORGE' AND BARQUE 'LOWWOOD.'

Shipping Casualty.—In the case of the collision between the Dominion Atlantic Railway SS. *Prince George* and the Canadian Barque *Lowood* in Yarmouth harbour, Tuesday, July 30, 1907.

In obedience to departmental order by telegraph by August 9, 1907, I gave notice of preliminary investigation to be held in Yarmouth.

At 10.15 a.m., of August 17, in the Supreme Court House, Yarmouth, I subscribed and read my oath of office herewith forwarded as required by statute and declared the Court of Inquiry (preliminary) open to receive evidence. George Bingay, Esq., K.C., appeared for the Dominion Atlantic Railway. (Mr. Gifkins, the general manager of said company, was also in attendance). Captain Issac Rodenhiser, owner of the *Lowwood,* also appeared in the interest of the barque.

I examined under oath Captain Rodenhiser and three others on his behalf, and also Captain McKinnon of the *Prince George* and six others on behalf of the colliding steamer. All this testimony I took down Saturday, 17, and Monday, August 19, and beg to forward two copies of the same as the material facts in the investigation. At Manager Gifkins' request, I received a blue print of Yarmouth harbour and beg to attach it to the report as tending to show the locations referred to in the evidence.

The parties to the collision had previously adjusted and settled; the Dominion Atlantic Railway paying Captain Rodenhiser $2,750 and furnishing the barque free wharfage while repairing. At the opening the question was asked me and I declined to interfere with any arrangement that had been already completed.

The facts of the casualty are briefly as follows:—

The *Lowwood,* a spruce barque of 1,091 tons net, built in St. John, N.B., some 29 years ago and had been mostly in foreign trade, was owned by Captain Issac Rodenhiser of Bridgewater, N.S., some fourteen months previously. He, as master, brought barque from Portland, Me., in ballast to Yarmouth to load lumber for Buenos Ayres, Argentina; took on full cargo 936 M.; barque then drew 20 feet forward and 20½ ft. aft, and made very little water before collision. While barque was loading Captain Rodenhiser had several conversations with Harbour Master Captain Eben Scott, who told him to go if waiting for a crew to certain stakes in a creek up into the flats on west of channel opposite Bunker island, where stakes or dolphins are kept by private owners at which vessels moor. This was done. This mooring place is styled 'the Stakes.' The harbour master stated he counted on the vessel loaded drawing 17 ft. However, the 20 ft. draft caused the barque to ground and careen badly off from the stakes and the owner employed tug boats to bring the barque out to the channel of the harbour north of Bunker island (east end) and anchor her with two anchors from the bow, which pointed to eastward (Bunker island). The starboard anchor to southwest had 20 fathoms chain and the port anchor to northeast had 15 fathoms to hold barque and she swung with the changes of the tide. At low water the channel there from bank to bank is about 450 feet and the hull of the *Lowwood* is 186 ft. Capt. Brush of the tugboat who anchored the barque, said her two anchors were dropped about 75 feet from the bank and about 150 ft. apart.

Tuesday morning, July 30, was foggy with light winds from south and eastward. Capt. Rodenhiser was aboard the barque and came on deck 7.30 a.m. He heard the whistle of the *Prince George* off in the fog an hour before seeing the steamer rounding Bug Light into the channel. Fog had lifted going seaward giving those on the barque

better chance to see the steamer than for those on the steamer to see the barque. However, Capt. McKinnon of the *Prince George* heard the bell of the *Lowwood,* but did not see the barque till about 150 yards distant and it being low tide slack water, she lay across the channel. Capt. McKinnon aimed to pass astern of the barque in a space about 60 ft. from barque to western bank. This I deem wiser than to pass the barque's bows. I beg here to quote from Capt. McKinnon's testimony. It is clear and I think correct.

'As we swung to left I saw the little steamer *Markland* coming by the *Lowwood's* stern towards us. I then backed my steamer to avoid striking the *Maryland,* which went to left of *Prince George.* After *Markland* was passed I went ahead slow to pass the barque on starboard across her stern. Then as I neared the barque, I put my helm to starboard to swing away from the barque, and when I found my ship did not swing quickly I reversed the port engine and went ahead on starboard engine to make ship turn more quickly. Instead of turning to left as I expected, my ship turned directly opposite, *i.e.* to the right.'

The result was a collision, the stem of the *Prince George* striking and breaking the starboard quarter of *Lowwood* about three feet abaft barque's sternpost, tearing off the rail and buffalo, the deck planks near and some side planking; also breaking and damaging the poop. The rudder and sternpost were not hurt. All the injury was above water. After settlement with owners of *Prince George* the barque was brought up to Baker's north dock, where repairs are now in course, without discharging cargo.

James Ross, first engineer of the *Prince George* testified to a stoppage of the port propeller. I quote his words:—

'I was on duty in the engine-room on No. 1 platform, the second and fourth engineers were at the levers. I was not on deck and did not see the collision. Before coming to Bunker island light (Bug) our ship came dead slow, three or four knots, 55 or 60 revolutions of propellers, by captain's orders. Telegraph went to engineers below at levers, but I could see it. Weather was foggy. After passing Bug light a little bit we got some orders for different rates of speed. I remember the order telegraphed to engine room as stated by Capt. McKinnon a short time ago in my hearing. The order was obeyed as to the starboard propeller, but the port propeller would not act for about half a minute. The engineer obeyed the order. I saw the port propeller not acting and went down to the levers. I put on all the power we had, and then port propeller moved as telegraphed. I did not feel the collision or know of it. Some passengers told me.'

In all twelve witnesses were examined; four for the barque, seven for the Dominion Atlantic Railway, and one for commissioner, the harbour master.

For barque—Capt. Rodenhiser, Wm. Brush, Wm. B. Ritchie, Pius Boudreau.

For D. A. Ry.—Arthur McKinnon, James Ross, E. M. Dexter, James Crosby, Alvin Simms, Wm. McKenzie, Wellington McKinnon.

For Commissioner.—Ebenezer Scott, harbour master.

My opinion is.—

First.—That Captain McKinnon did right in passing astern of *Lowwood,* and would have done it without injuring the barque or his own ship if *Prince George's* port propeller had worked as he ordered.

Second.—The port propeller not working when ordered turned steamer's bow to starboard and into barque *Lowwood*; consequently steamer was in fault. The cause of propeller not working is immaterial; whether mud or current or imperfect machinery or handling; neither would relieve the steamer from blame. The previous morning on the ss. *Boston* of Dominion Atlantic Railway came in safe astern of *Lowwood* lying across the channel. The *Boston* has a single screw, but great care was exercised by Captain McKenzie, as stated in his evidence.

Third.—The harbour master and other witnesses say there is no place to anchor a loaded vessel the size of the *Lowwood.* The wharfs lack the depth of water (21 or 22

feet) at low tide; the Stakes the same. Yarmouth Sound outside the Bug light is dangerous and in a gale the *Lowwood* would be wrecked. Where the *Lowwood* lay must be used by large vessels loaded and riding at anchor to get crews or officers, or preparing for sea; and only one large ship can lie there at the same time. There are two railroads besides coastal vessels pouring the products of forest, farm and fisheries into Yarmouth for exportation. The day of small sailing vessels is past never to return; so we must provide for the present and near future.

Fourth.—Yarmouth harbour is congested by trading vessels and a fine passenger steam fleet in summer and autumn; in winter and spring it is a haven for banking and fishing schooners, in addition to having a regular steam packet service. If only one passenger steamer should be wrecked or be in a collision, with resulting loss of lives, thousands, perhaps tens of thousands of tourists would turn to other resorts and Nova Scotia, Cape Breton and Prince Edward Island would be the losers. The duty of parliament, it seems to me, is to have the channel dredged into a basin with room and depth of water enough to satisfy the large sailing ships and leave ample space for large passenger boats. Dolphins along the eastern channel for ships to moor at would not suffice. For part of the flats to be dredged out will make a splendid basin, easy of access and secure; and the dredged material would help make upland of the surrounding flats now covered by the water.

Fifth.—When the harbour master deems it essential for him to go down the harbour or channel to place or remove vessels interrupting the passage of ships (sailing) or steamers, the department should pay the charges of the tug or launch on certificate of the agent of Marine and Fisheries for Nova Scotia.

JUDGMENT IN IMPERIAL AND GERMAINE COLLISION CASE.

The court, having carefully inquired into the circumstances attending the above mentioned shipping casualty, and, after hearing all the evidence it was possible to obtain, finds as follows:—

It appears from the evidence adduced that the steam vessel *Sovereign* (so-called *Imperial)* is a vessel reconstructed from the wreck of the Ottawa River Navigation Company's steamship *Sovereign,* which was burnt, in March, 1906, and purchased by the present owners, the St. Lawrence Canadian Navigation Company, Limited, from Charles Sessewein; and she has been plying between the ports of Montreal, Three Rivers, Sorel and Quebec, without a proper certificate of registry, or license, since shortly after the opening of navigation. The vessel has been lengthened considerably, and been reconstructed without any special survey, though a copy of the certificate of survey, (written in pencil), signed by William Paul, surveyor for the Port of Sorel, (who is also the manager of the company), was handed into the court. In his evidence manager Paul stated that he was assisted in the survey by a man by the name of J. K. Noel, of H.B.M. Customs; Mr. Noel, under oath, denied this.

Mr. J. K. Noel, of H.B.M. Customs, whose duty it appears from his evidence is to inspect all vessels, and to see that their certificates of registry and inspection are in proper order, knew that the steamer *Imperial* (so-called) had no certificates, and yet allowed her to continue to run with passengers and cargo, between the ports aforesaid, in direct contravention of the law relating thereto; this whole matter appears to have been most irregular, and is brought by the court, to the attention of the Department of Customs.

At about 5 p.m. on August 23, 1907, the steamer *Imperial* (so-called), in charge of William Paul, senior, as master, backed out from her berth, at section No. 20, and when clear of the end of Victoria pier, starboarded her helm, to cant the vessel head down river; when orders were given to steady the helm the wheel could not be righted, and the vessel continued to move, in obedience to her starboard helm, till she struck, and sunk the barge *Germaine;* the wheel chains are supposed to have jammed in the rudder blocks, and freed themselves again when she backed out, after striking the

barge. The evidence is also very unsatisfactory, with regard to the signals to the engine-room; the master, in his evidence, states that although he knew the bells could not be relied upon, he gave the signals to stop and go astern by the bell, but, finding the engines were still going ahead, he went down to the engine-room himself, to communicate with the engineer, instead of at once using the whistle, as he was in the habit of doing, to signal to the engineer to stop and go astern, there being no means of repeating the signals, or communicating with the bridge from the engine-room, either by a repeating signal or a voice tube. Section 621, chapter 113, entituled: 'An Act respecting Shipping in Canada,' is as follows:—

> 'Every passenger steamboat shall be provided with wire tiller ropes, or iron rods or chains, correctly and properly laid with suitable rollers for the purpose of steering and navigating the vessel, and shall use wire bell pulls for signalling the engineer from the pilot house, where the bells are used, together with tubes of proper size so arranged as to transmit the sound of the engine bells to the pilot house, or other arrangement approved by the inspector to repeat back the signal. 61. V. c. 46. s. 32.'

The evidence proves that there was lack of discipline, and want of organization, and of regular inspection on this vessel, she was navigated in a haphazard manner.

There was manifestly a want of care taken, in reference to the equipment; the rudder chains had been foul, on previous occasions, from preventable causes, and the signal bell to the engine-room had also failed to work, on account of the members of the crew having used the bell wires as clothes lines. The Inspector of Hulls overlooked the fact that there was no system whatever of repeating signals from the engine-room to the bridge; this should have been taken exception to by the inspector, at the time of his inspection, and he should have called the attention of the owners to the ommission. The defence of inevitable accident cannot be sustained. Captain William Paul, who holds a certificate as master of a passanger steamer on the minor inland waters, is severely censured and warned to be more careful in future, as the court considers that it is the master's duty to see that the steering gear, and means of communicating his orders to the engine-room, are in proper order, more espically, as stated above, similar circumstances have occurred frequently. It is also recommended by the court that the Department of Marine and Fisheries deal with the Inspector of Hulls, for his negligence in this respect.

The court therefore finds the steamer *Imperial* (so-called), her master and owners, are responsible for the sinking of the barge *Germaine,* which was providentially unattended with loss of life.

SS. 'CHARMER-TARTAR' COLLISION CASE.

The judgment we think proper to pronounce is:—

(1) That William Henry Whitely, master of the *Charmer,* should be, and is hereby severely censured.

(2) That Harry Robson Jones, pilot of the *Tartar* be, and is hereby censured.

(3) That Archibald Heurtley Reed, master of the *Tartar,* be and is hereby exonerated from all blame, and is commended for the prompt assistance given to the *Charmer* after the collision.

SS. 'NORWALK' AND 'JETT.'

The court having carefully inquired into all the circumstances attending the above mentioned shipping casualty, and after reviewing the evidence of the crews of the tug *Glide,* and the barges *Jett* and *Winnipeg,* given at Montreal on October 28, and the crew of the steamer *Norwalk,* given at Windsor, Ont, on November 16, finds as follows:—

From the evidence adduced the barge *Jett,* bound from Prescott for Montreal with a cargo of 21,000 bushels of flax seed, more or less, left the Soulanges canal in company with, and lashed alongside the barge *Winnipeg,* both in tow of the tug *Glide.* All went well until nearing lightship Lake St. Louis No. 2, when a steamer was seen approaching, the steamer in question (the *Norwalk*) came in contact with the barge *Jett* immediately after the tug *Glide* and her tow had rounded lightship No. 2, causing the barges to break away from the tug, and from each other, and also causing the resultant damages; the night was fine, dark, but clear, with a strong northwest wind, and lights were visible a long distance. The barges appear to have been carefully towed, and were on the south side of the channel, as the evidence shows that the barge *Winnipeg,* which was on the lee or south side of the tow, struck one of the stakes or spar buoys on that side of the channel. The steamer *Norwalk* was bound from Quebec to Detroit with a cargo of pulpwood, the deckload of which was six feet high; on the night in question. As before stated, the weather was fine with a breeze from the northwest, the officer in charge could see the shore and lights plainly, the vessel was drawing 14′ 2″ aft, and 13′ 9″ forward; she had touched the ground several times, which may possibly have caused her to steer badly, the lights of the tug were seen from the *Norwalk* and recognized as a tow when about a mile away, she, however, continued on, and immediately after the tug and the tow passing clear of the lightship, came in contact with the barge, at a point where the tow had not had time to recover after changing course to follow the tug.

The court considers that the steamer *Norwalk* is to blame for the collision, inasmuch as the tow descending with the current and with a strong wind abeam, should have been given the right of way, and the *Norwalk* should have stopped far enough below the lightship No. 2, to have permitted the tug and her tow to pass into the straight reach of channel between lightship No. 2 and Lachine lightship. The collision resulted in serious damage to the barge *Jett* and her cargo, and might have resulted in loss of life, (more especially as the steamer *Norwalk* proceeded on her course without endeavouring to find out in any way what damage she had caused) had the cargo of this barge been wheat or grain, but owing to the peculiar oily nature of the cargo of flax seed, the vessel kept afloat and drifted out of the channel into shoal water where she grounded, and the master and his sister were saved.

The court is unable to deal with the certificate of Captain Frank Goodrow, who was master of the *Norwalk* at the time of the casualty, as this officer holds a United States license, and is therefore in this respect outside its jurisdiction. The court, however, recommends that an action should be instituted against Captain Goodrow under section 924, chapter 113, of the Revised Statutes of Canada.

In regard to Mr. Henry Chesnut, who was acting as pilot of the *Norwalk* at the time of the casualty, and who holds a Canadian Masters Certificate of Competency as master of any steamer on the inland waters, granted at Ottawa, on April 24, 1884, after an examination passed at St. Catharines on March 11 of the same year, the court cannot acknowledge Mr. Chesnut as being legally in charge of the *Norwalk,* as he was not signed on the articles of that vessel, nor had he any authority to act as a pilot in the waters then being navigated at the time of the collision, as they were in the pilotage district of Montreal and consequently under the jurisdiction of the pilotage authorities of Montreal, and therefore as he was neither licensed as a pilot or an officer of the vessel, his certificate cannot be dealt with, but the facts of the case will be brought to the attention of the department.

O. G. V. SPAIN.
Wreck Commissioner.

We concur:

(Sgd.)

JAMES RILEY, }
ARCHIBALD REED, }
Assessors.

SS. 'JESSIE HUME' AND 'CORINNE.'

The court having carefully inquired into all the circumstances attending the above mentioned casualty, finds as follows:—

That the *Jessie Hume* is a steamer with a gross tonnage of 58 tons, owned by the Dominion government and was in charge of Gustave Lebœuf who does not hold a certificate of any description; that the *Corinne* is a steamer with a gross tonnage of 23 tons, owned by the W. J. Poupore Company, Limited, of Montreal, and was in charge, at the time of the accident, of Joseph Bernier, who had no certificate whatever, and very slight experience.

It appears from the evidence adduced, and in fact it is admitted that the proper lights were burning on board the *Jessie Hume* at the time of the disaster.

On the other hand the court is of the opinion that although Joseph Dennis, engineer of the *Corinne* swears that he lit the lights and placed them in position on board that vessel some fifteen or twenty minutes before the collision, that at the time of the collision and shortly before, the lights on board the *Corinne* were not burning. Joseph Bernier, in charge of the *Corinne* at the time of the disaster, gave the order at about five o'clock, according to his evidence, to light the lights, but he did not actually see that this order was carried out, it is possible that the lights were lit and placed in position, but had gone out immediately, as there was no evidence to show when they had been trimmed last, it being apparently nobody's particular duty to attend to this matter.

The collision occurred by the *Jessie Hume* striking the *Corinne* upon her port side with her starboard bow, the *Corinne* at the time was crossing from Louisville to Pierreville, she had a crew of three on board, all more or less boys; the *Corinne* directed her course to starboard, and did not give any indication of what she intended to do either by her whistle or otherwise, although there is no doubt that the lights of the *Jessie Hume* could be seen. After the collision the *Corinne* continued her course for a short period and sank towards the north side of the channel, the fireman jumped on board the *Jessie Hume* and the other two men were left in the water when the vessel sank.

The first indication that the *Jessie Hume* had of the approach of the *Corinne* was when she loomed up about 150 feet ahead of her, with her bow inclined to cross the bow of the *Jessie Hume* to port. The *Jessie Hume* promptly starboarded, and this action, in the opinion of the court, was justifiable taking into consideration the proximity of the two vessels, and that the speed of the *Jessie Hume* was about 13 miles an hour and the speed of the *Corinne* was about 6 miles; it will therefore be seen that the 150 feet would have been travelled in fractionally about 5½ seconds. Had the *Jessie Hume* ported her helm a more dangerous collision would have occurred, but there was a remote possibility of escape by starboarding as she did, there is no doubt that the *Corinne* saw the lights of the *Jessie Hume* and if she had indicated by her whistle what she intended doing the collision might have been averted, as the night was dark but clear and the lights were visible at a long distance.

Had the man in charge of the *Jessie Hume* noticed a green light on the *Corinne* the collision would have been averted, as he had starboarded his helm, had he seen a red light he would presumably have ported his helm, as he would not then have been limited to such a short time to make his decision.

The two men on board the *Jessie Hume,* Beauchemin and Blette, gave evidence that they saw a glimmer of a light in the *Corinne's* engine-room before the accident. This strengthens the opinion of the court that the side lights were not burning at the time, as they would be more easily noticed being located in a much more conspicuous place.

The court desires to bring to the notice of the department that there were no properly certificated officers in charge of either of these tugs, that the man in charge

of the *Jessie Hume* had considerable experience but no certificate, and the man in charge of the *Corinne* had little, if any experience, and no certificate.

The court is thoroughly aware that the Act respecting shipping in Canada does not apply to vessels owned by the Federal Government, still considers that on all occasions, whether the vessel in question is owned by the government or otherwise, she should be in charge of a properly certificated officer.

Taking all the above mentioned reasons into consideration, the court finds that the responsibility for the accident rests with the *Corinne*.

The court, however, desires to remark that the *Corinne* at the time of the accident was engaged in conveying a departmental engineer from place to place, and that if she had not been engaged on this particular work, she would have been with the dredge and the accident would probably not have occurred.

The court therefore recommends that the duty on which the *Corinne* was engaged at the time of the accident should be taken into consideration.

O. G. V. SPAIN,
Wreck Commissioner.

JAMES J. RILEY, } *Master Mariners.*
FRANCIS NASH, }
Assessors.

REFERENCE 'NETTIE B.'

In accordance with your instructions I held an investigation as far as possible into the casualty which occurred between the Canadian cruiser *Vigilant* and the fishing tug *Nettie B.* The *Vigilant* at the time was in charge of the first officer, Mr. C. J. Stewart; Captain Dunn being absent on duty in Toronto. The vessel was in Port Stanley at the time, and was endeavouring to take up her proper berth in the harbour. The officer in charge of the bridge made the signal by telegraph to the engine-room to go slow ahead, instead of carrying out this order the engineer officer in charge put the engine slow astern; half speed ahead was then rung, but it was answered by the vessel still going faster astern. Full speed ahead was then rung on the telegraph, but the vessel still continued to go astern, with the result that she backed into the tug *Nettie B.* The third engineer, Panabaker, was working the engines, and an oiler by the name of Graham was at the telegraph in the engine-room, the accident was caused by the orders which were given by telegraph from the bridge not being properly attended to in the engine room, and the services of the officer in charge of the engine-room at the time having been dispensed with. There is no doubt that the fault of the accident lies with the *Vigilant,* as the *Nettie B.* was tied up at the wharf at the time.

O. G. V. SPAIN.

APPENDIX No. 18.

WIRELESS TELEGRAPHY.

To Lt.-Col. Gourdeau,
Deputy Minister Marine and Fisheries,
Ottawa, Ont.

Sir,—I beg to submit my annual report on the work in the wireless stations belonging to this Department.

There was a total of twenty wireless stations operated during the past year under the control of this Department, located at the following points:—

Father Point, River St. Lawrence,
Clarke City " "
Fame Point " "
Heath Point, Anticosti,
Cape Bear, Price Edward Island,
Pictou, Nova Scotia,
Cape Race, Newfoundland,
Whittle Rocks, Gulf of St. Lawrence,
Point Amour " "
Belle Isle " "
Point Rich, Gulf of St. Lawrence,
Cape Ray, Newfoundland,
Sydney, Nova Scotia,
Cape Sable, Nova Scotia,
Partridge Island, New Brunswick,
Point Grey, British Columbia,
Victoria " "
Pachena " "
Estavan Point " "
Cape Lazo " "

The wireless stations on the Pacific Coast have been completed and are working satisfactorily.

The statement attached shows the number of messages received and number handled from the different stations.

I have the honour to be, sir, your obedient servant,

C. DOUTRE,
Supt. Govt. Wireless Stations.

WIRELESS TELEGRAPH STATIONS.

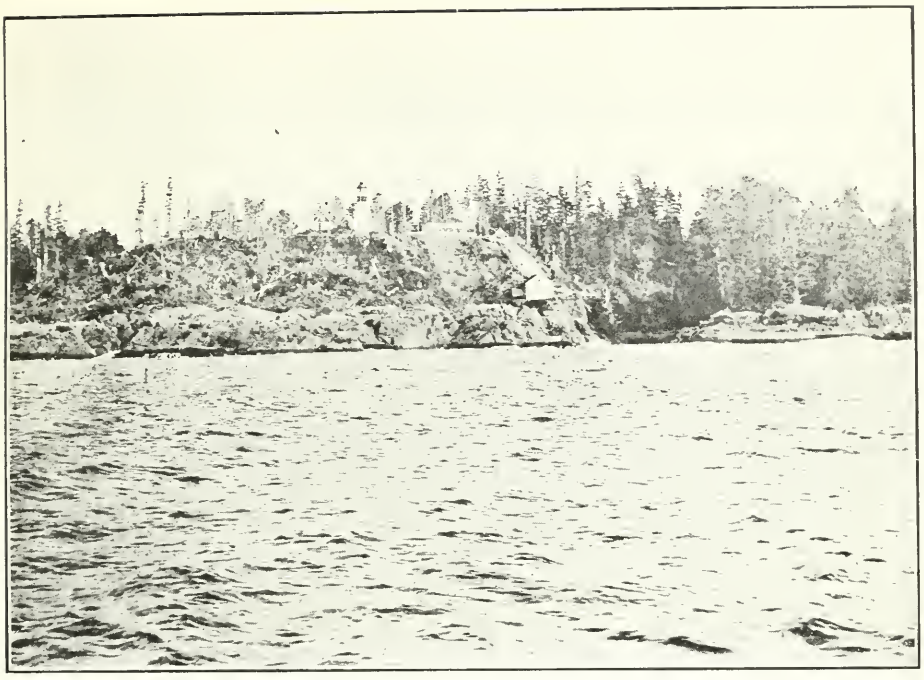
The following statement shows the number of messages received and sent from the different stations:—

—	Private between Steamers.	Signal Service.	Government Steamers and Light Stations.
Cape Ray	1,101	808	624
Cape Race	2,483	2,151	113
Cape Sable	925	1,979	24
St. John, N. B.	24	470	300
Cape Bear	.....	.....	8,404
North Sydney	21	214	69
Point Rich	61	214	2,708
Fame Point	272	516	1,887
Clark City	34	288	1,822
Belle Isle	52	305	2,031
Point Amour	114	225	2,447
Sable Island	8,118	4,935	1,023
Heath Point	.....	312	3,164
Halifax	72	244	143
Father Point	272	694	1,067
Whittle Rocks	.....	171	2,546
Cape Lozo	.....	.....	1,352
Victoria	.....	.....	4,152
Point Grey	.....	.....	1,092
Esthvan Point	.....	.....	1,944
Pachena	.....	.....	1,620
	13,549	13,526	38,532

New Parry Sound Dock.

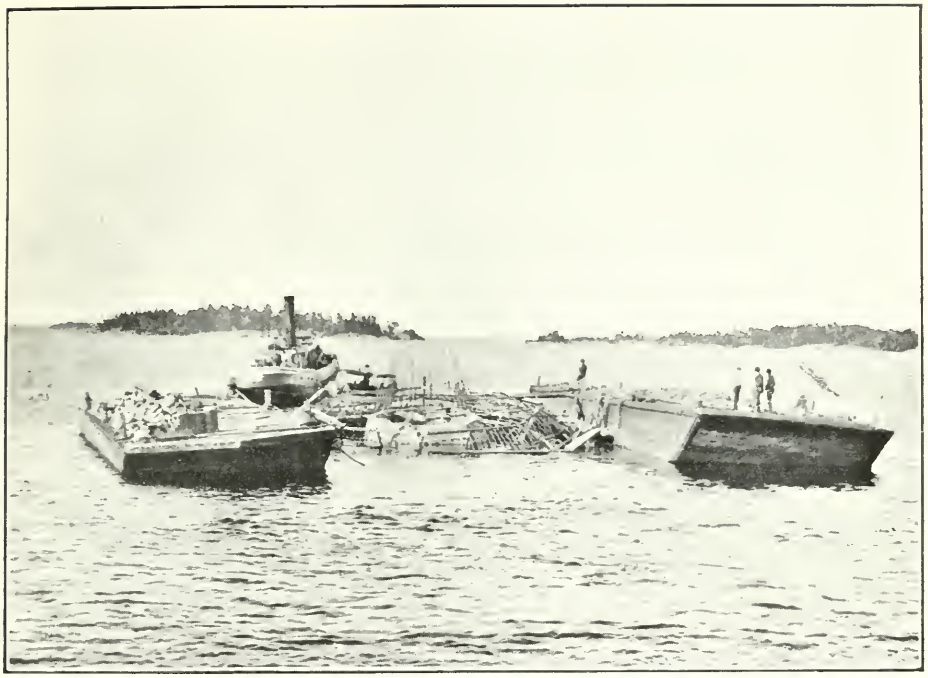
C.G.S. "Lady Grey."

Lake St. Peter, Curve No. 2, Upper Pier and Lighthouse, Looking South, April 26, 1908.

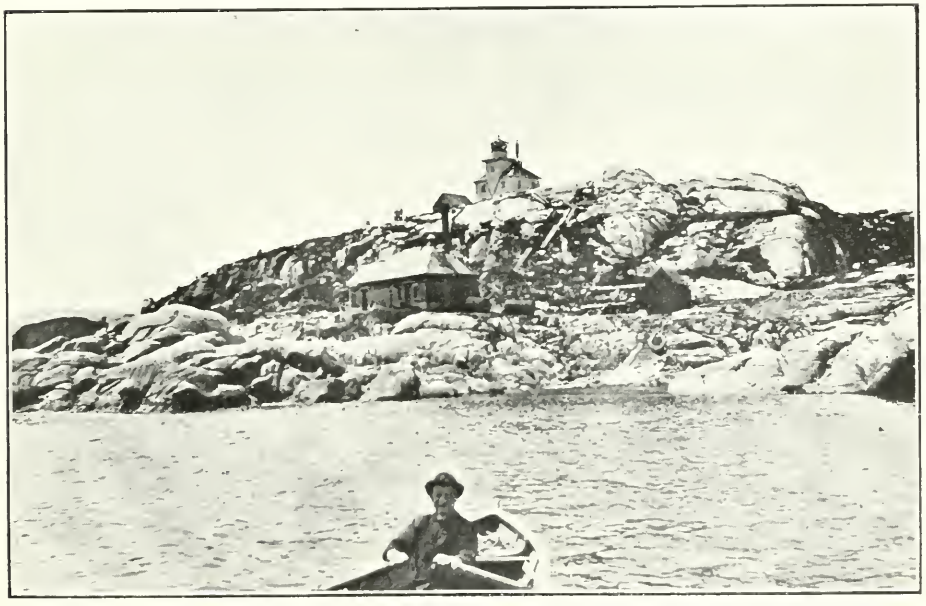


Pachene Light Station, B.C.

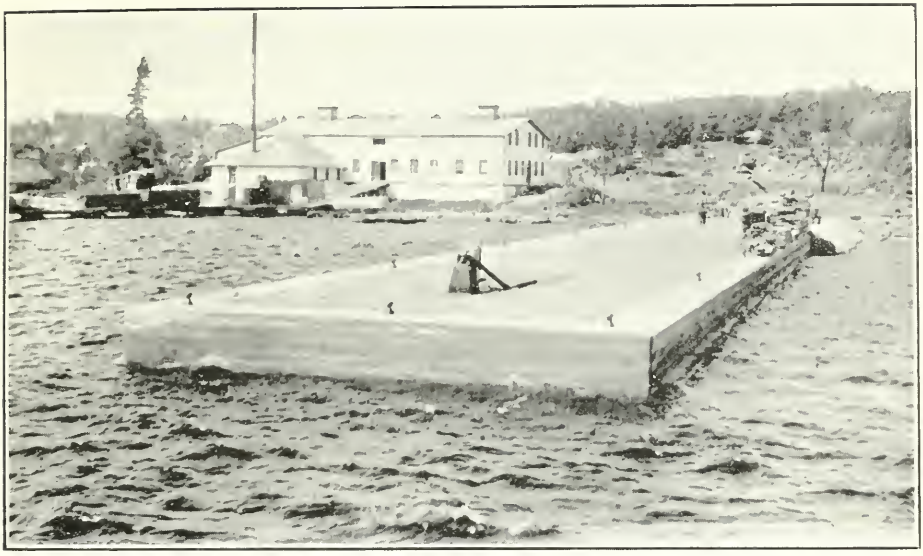
No. 16980. Red Rock Lighthouse, Georgian Bay. 25-5-07



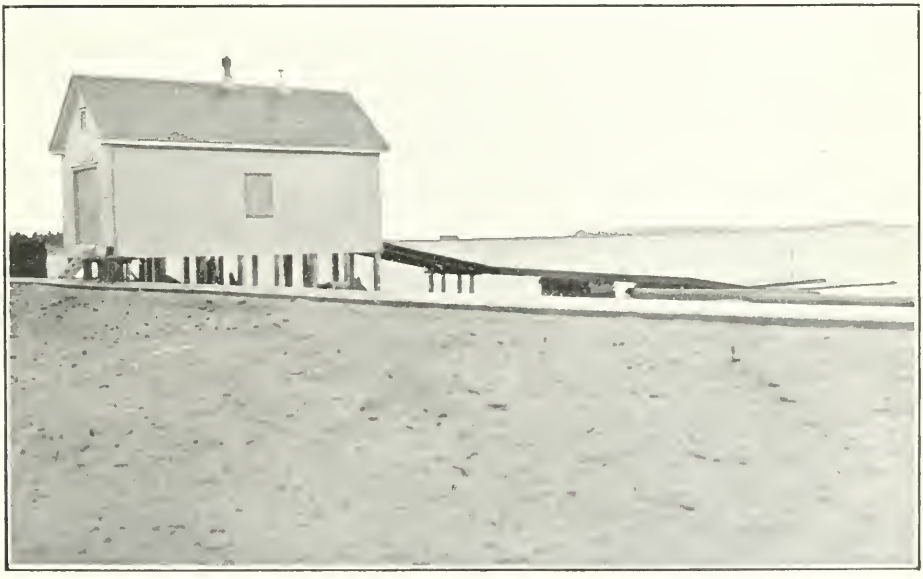
No. 18671. Spruce Shoal Approach to Parry Sound. Foundation on Way to Position, Aug. 11, 1907.



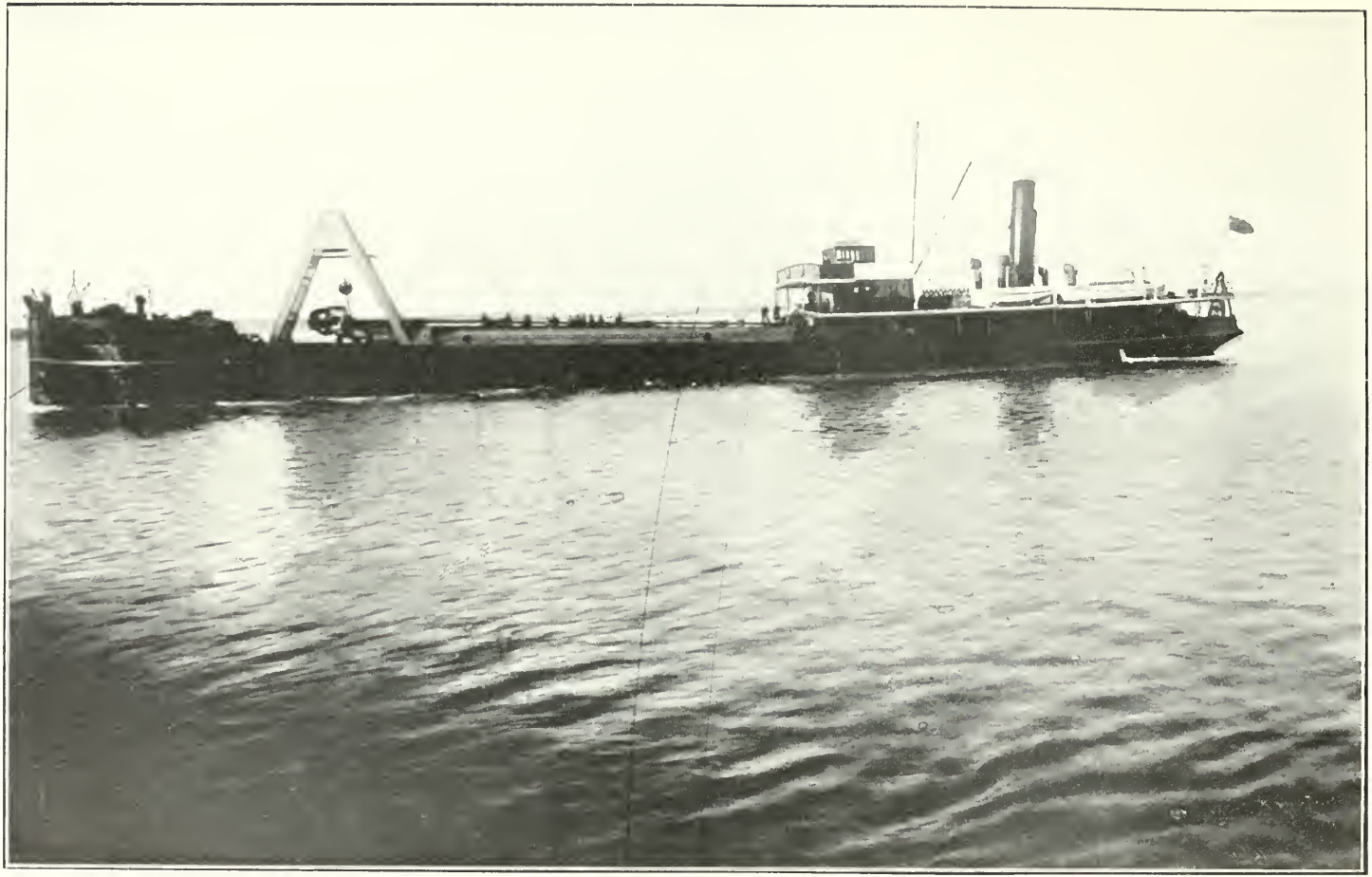
Chibucto Head, N.S., Lighthouse, Fog Alarm and Submarine Station.



New Government Wharf, and Lighthouse Depot, Parry Sound, Ont.



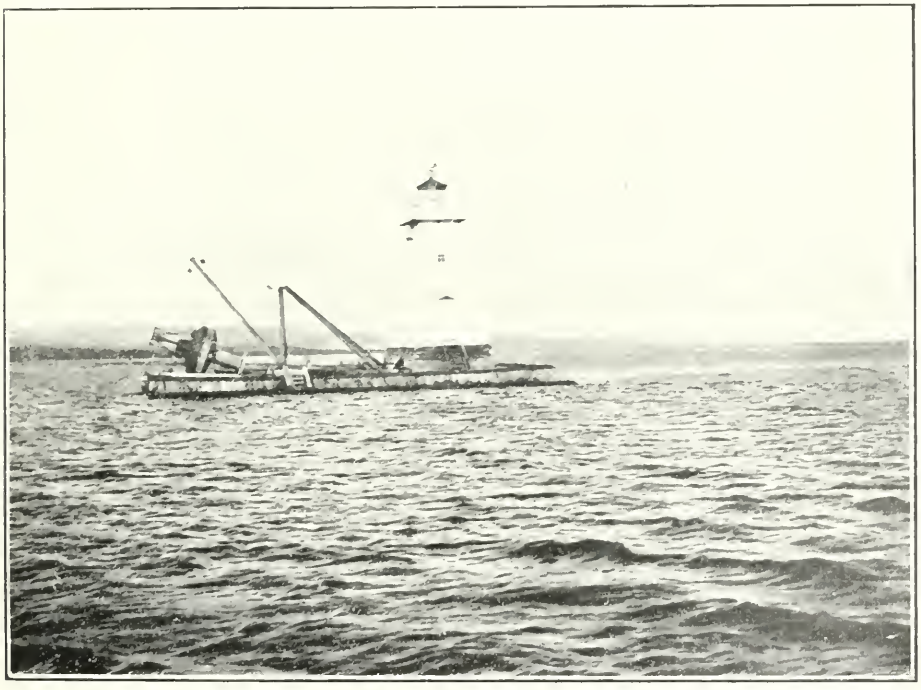
Southampton New Lifeboat House, May 7, 1908.



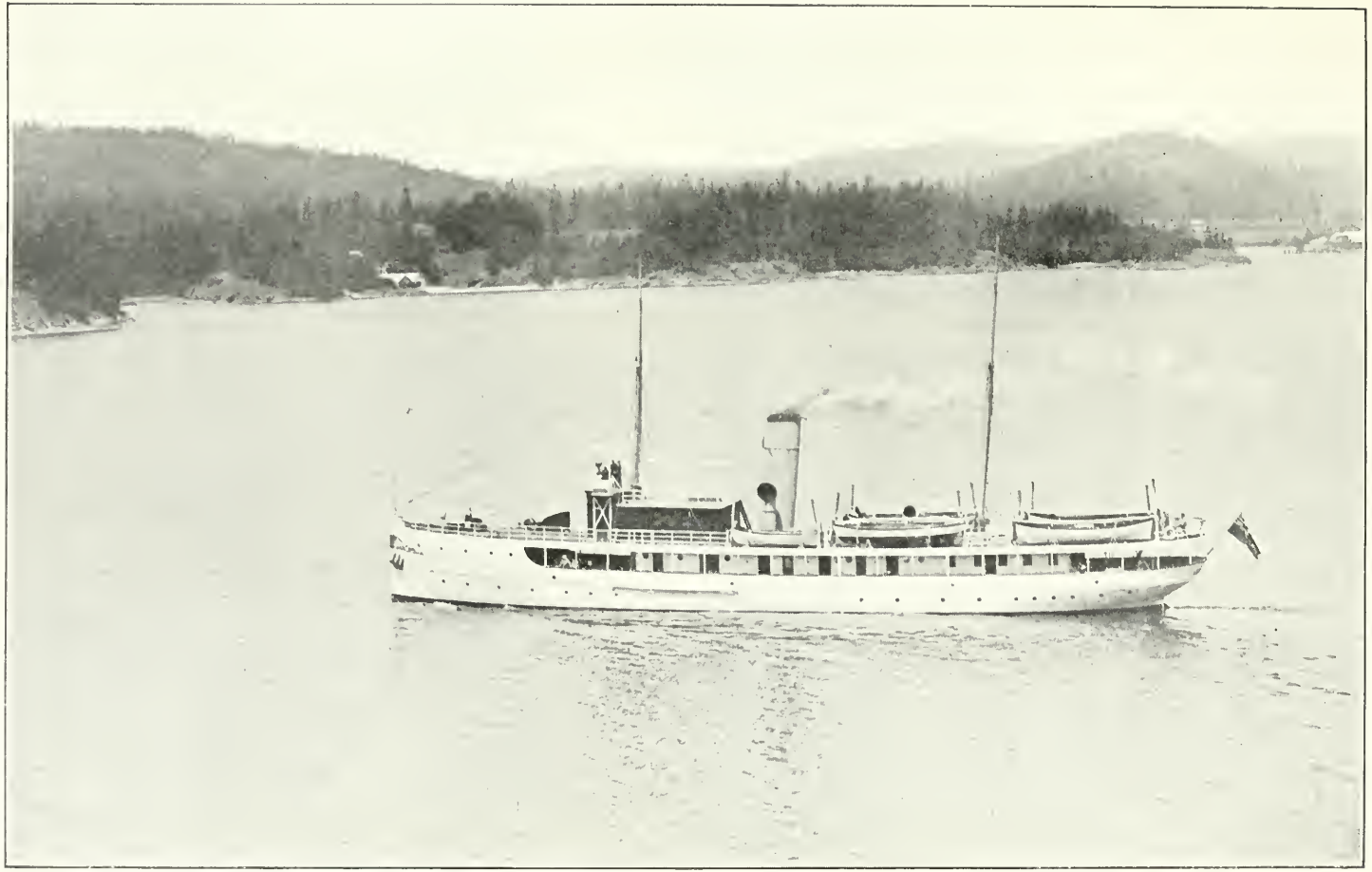
Dredge "Beaujeu" (No. 8) after Loading.

Prince Rupert Harbour, B.C.

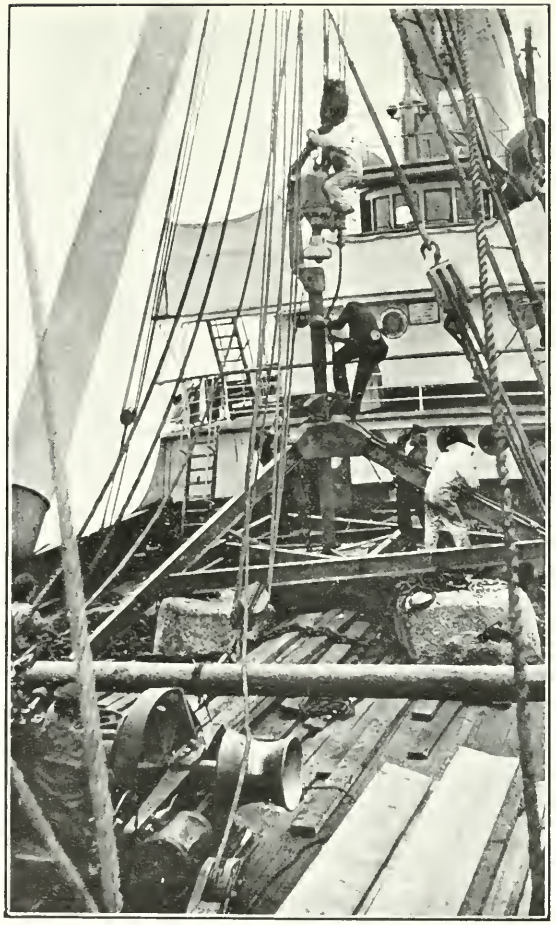
No. 19123. Three Lightships in Tow of C.G.S. "Druid."



Port Arthur Lighthouse, Oct. 18, 1907.



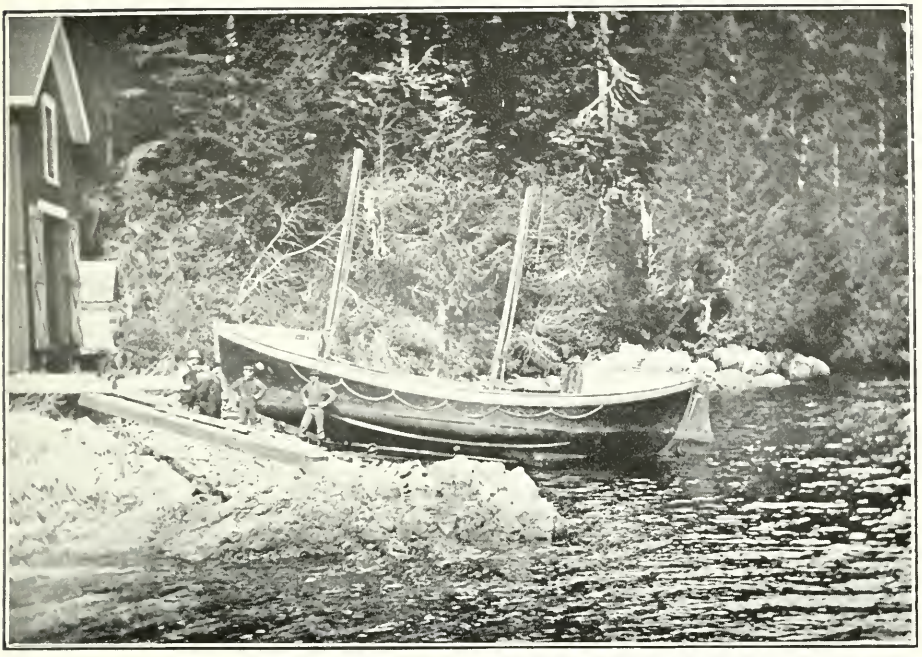
"Lillooet." Canadian Hydrographic Survey Steamer, British Columbia. Length 172 ft., Breadth 27 ft., Depth 15 ft. Twin Screws, Built 1907-8.



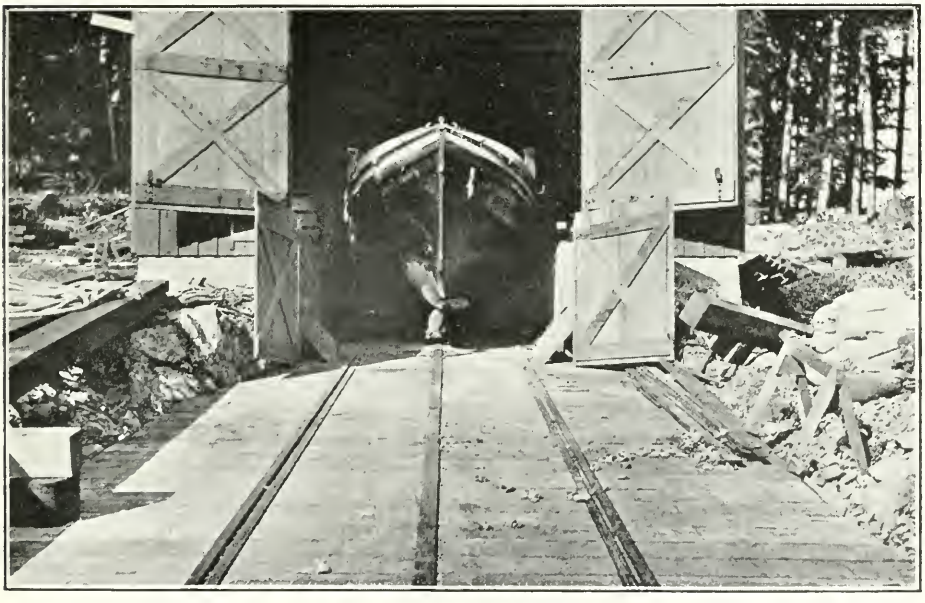
Placing Submarine Bell on Tripod.

Guard Pier Lighthouse, Montreal, Que.

Combined Gas and Whistling Buoy in Tow. Light 30 Feet Above Water.

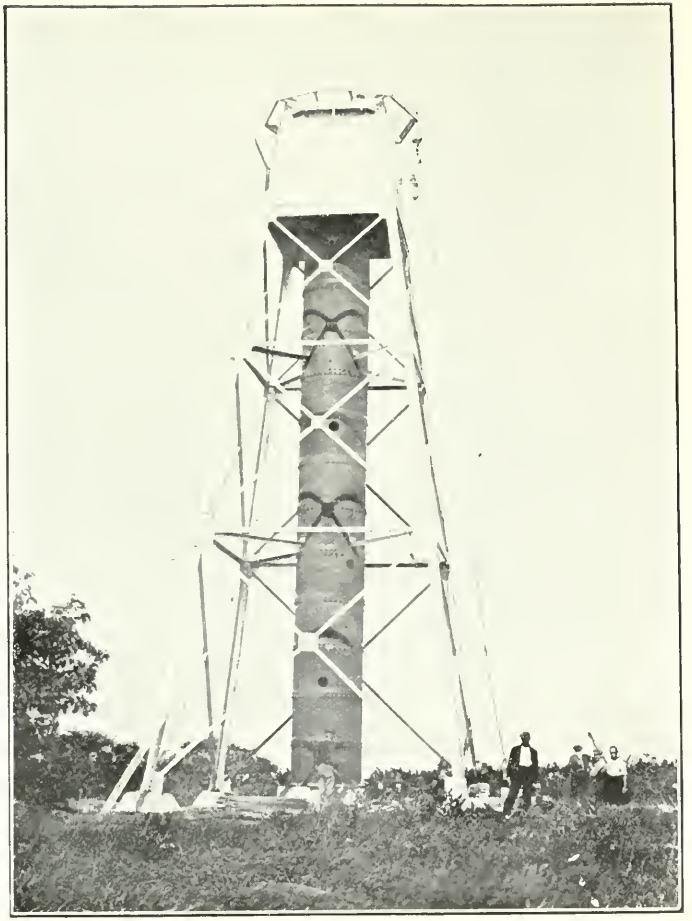


Banfield, B.C., Lifeboat and Boathouse.



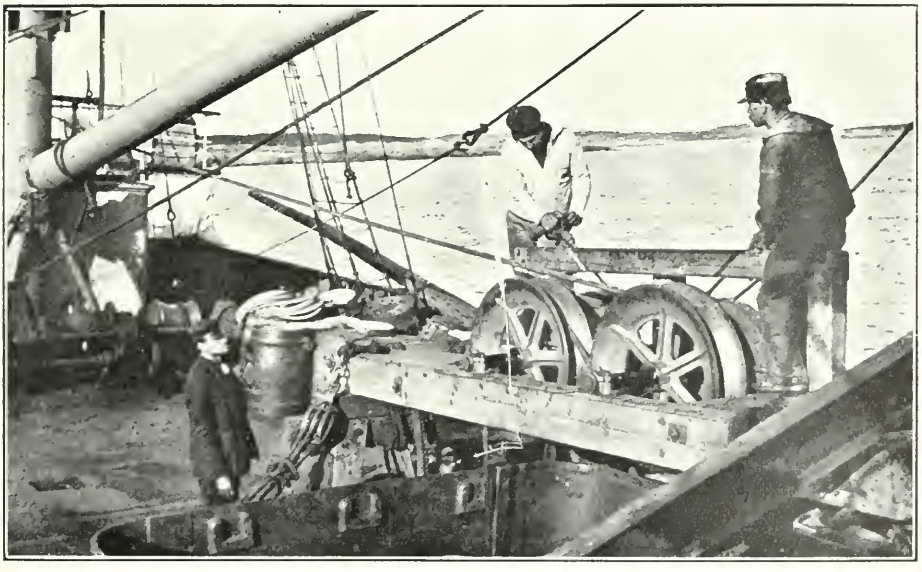
Banfield, B.C., Lifeboat and Boathouse.

Hope Island new fog alarm and reinforced concrete chimney. June 6, '08.



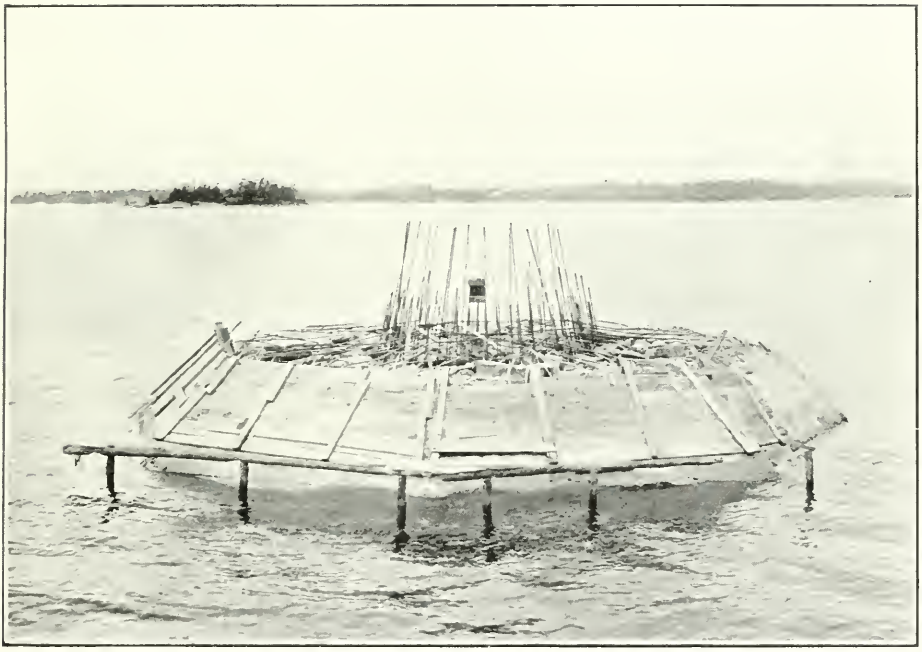
Pigeon Island Lighthouse (incomplete.)

Banfield Creek B.C. Lifeboat House.

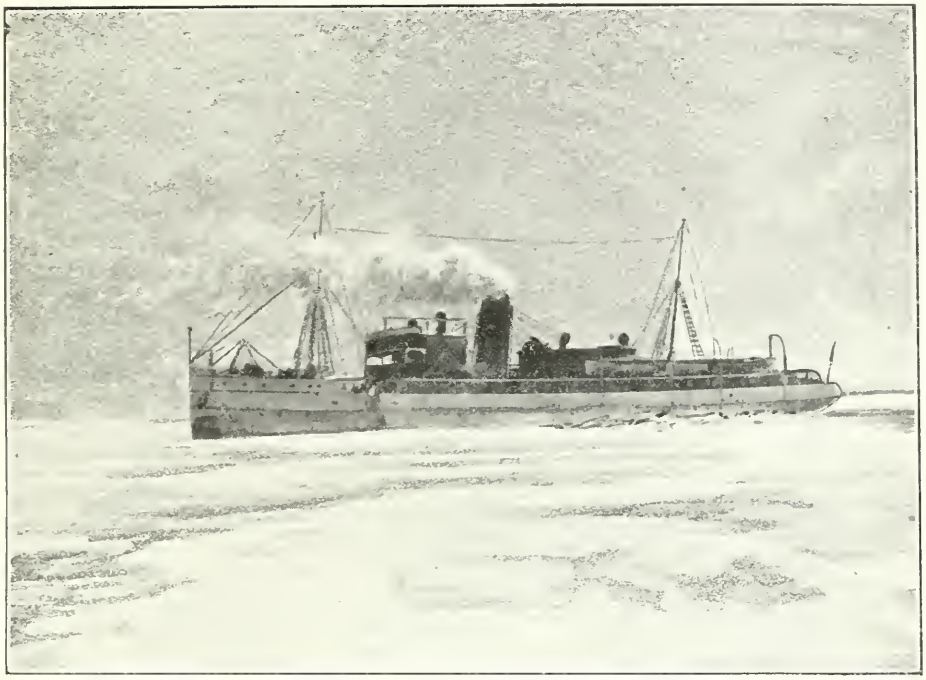


Laying Cable from a Tank between Station and Submarine Bell.

C. G. S. "Lady Grey" in the ice opposite Sorel Point, Dec. 1906.

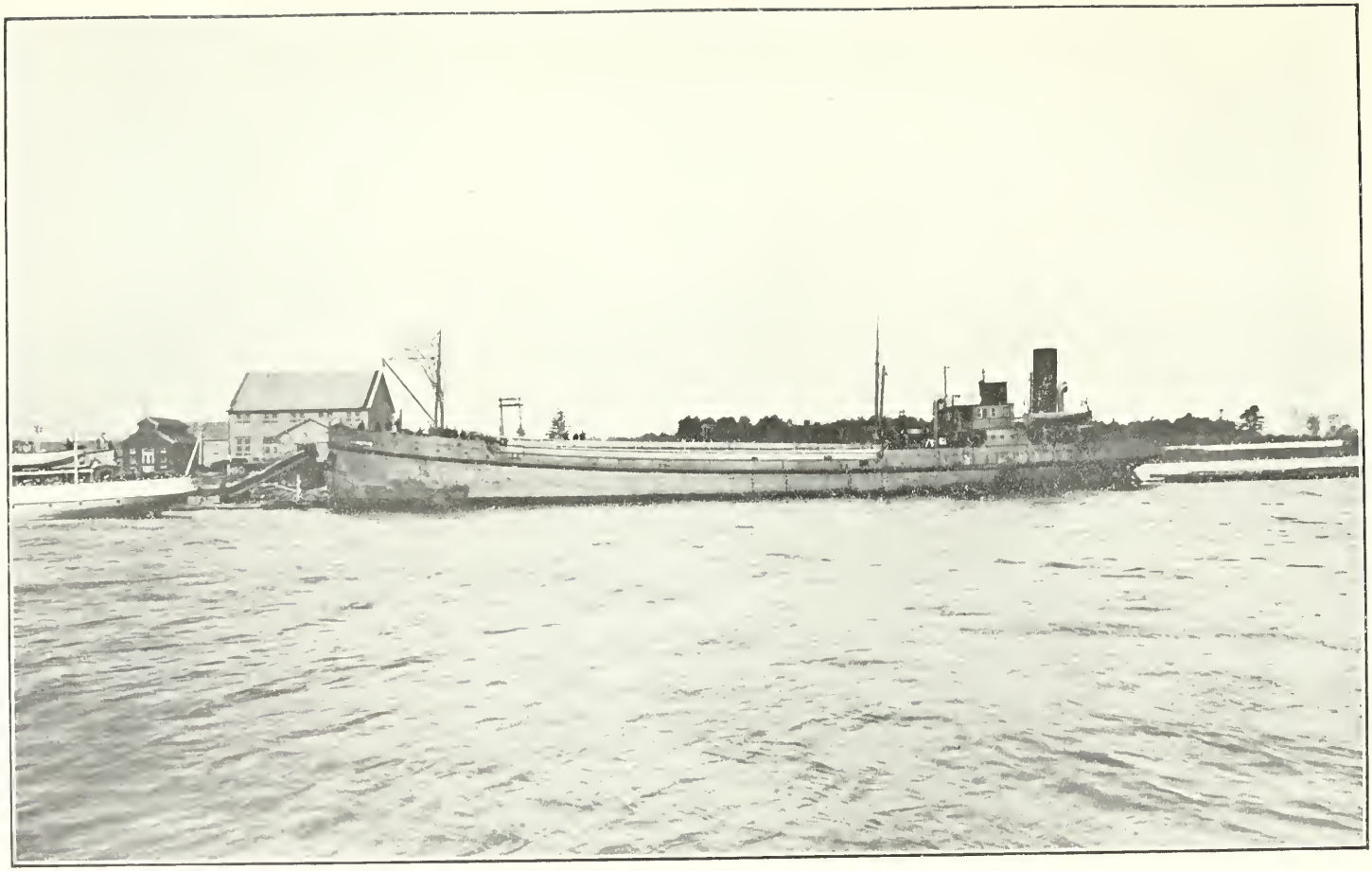


Spruce Shoal Crib near Parry Sound, where First Sunk Aug. 12, 1907.



"Lady Grey" working in Lake St. Peter ice, three to four feet thick.

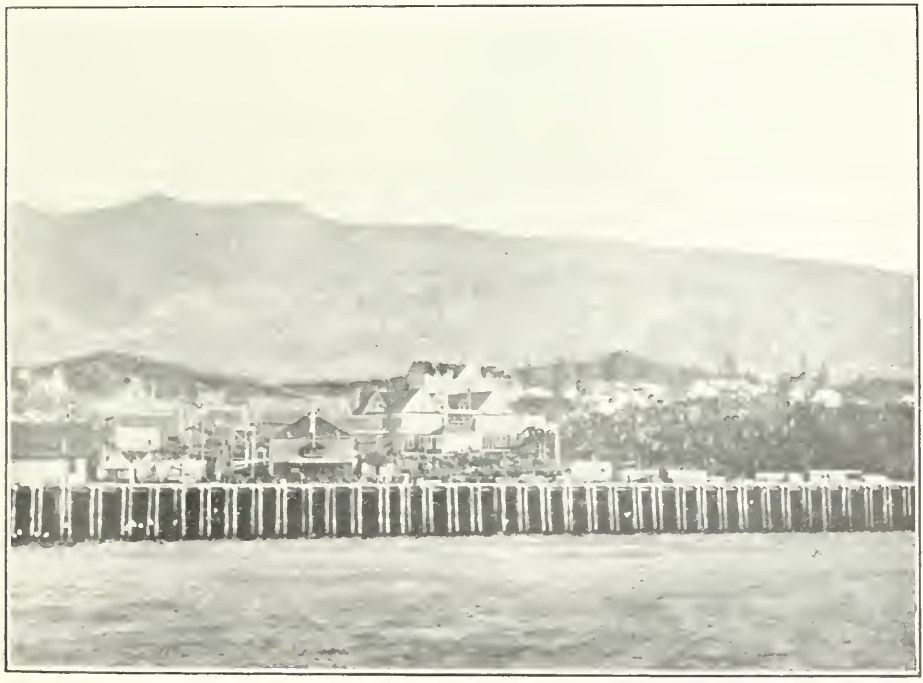
East Point Light Station, P.E.I.



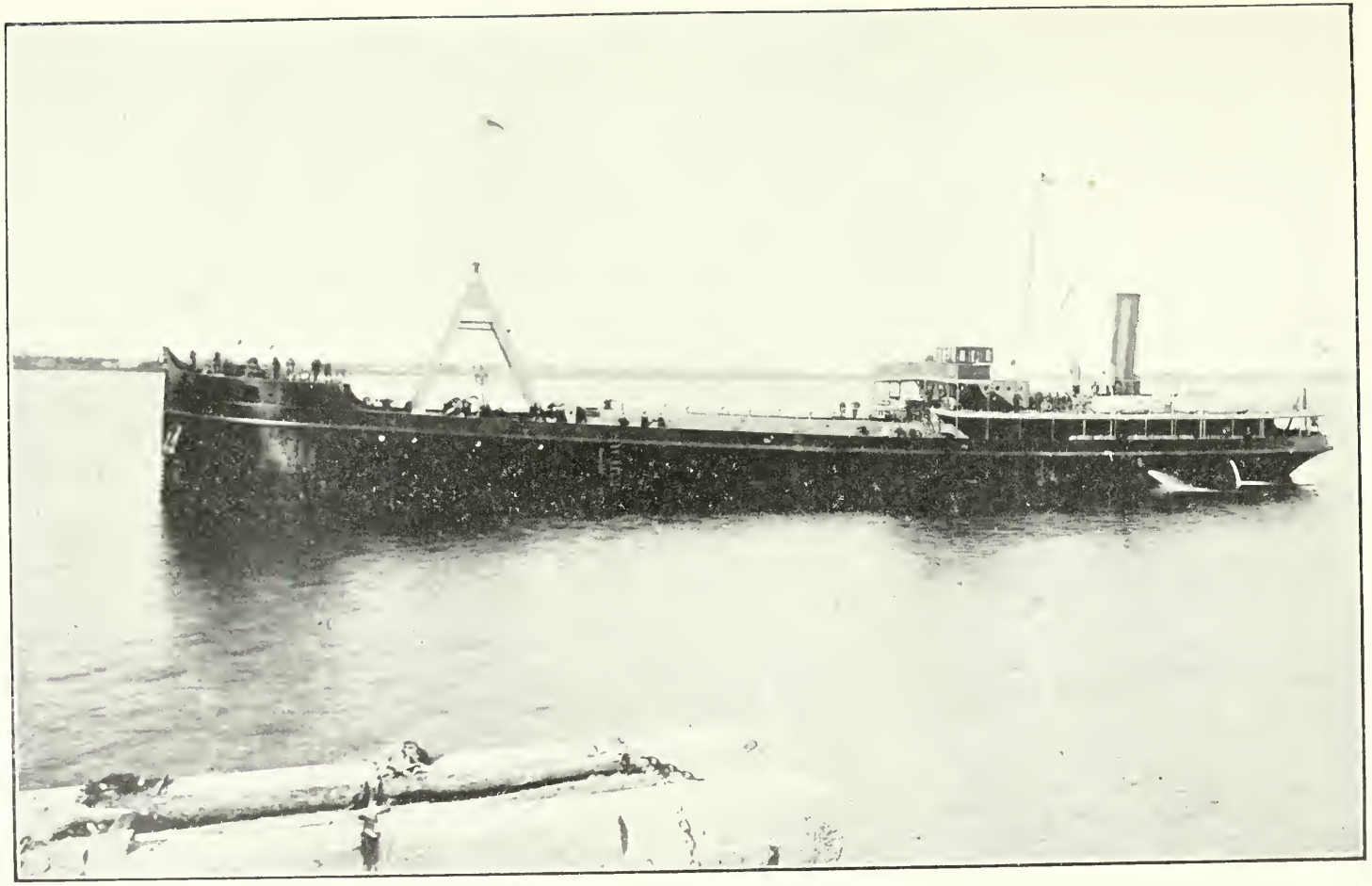
Dredge "Galveston" (No. 9.)

The "Arctic" in Winter Quarters, Albert Harbour, Ponds Inlet, 1906–7.

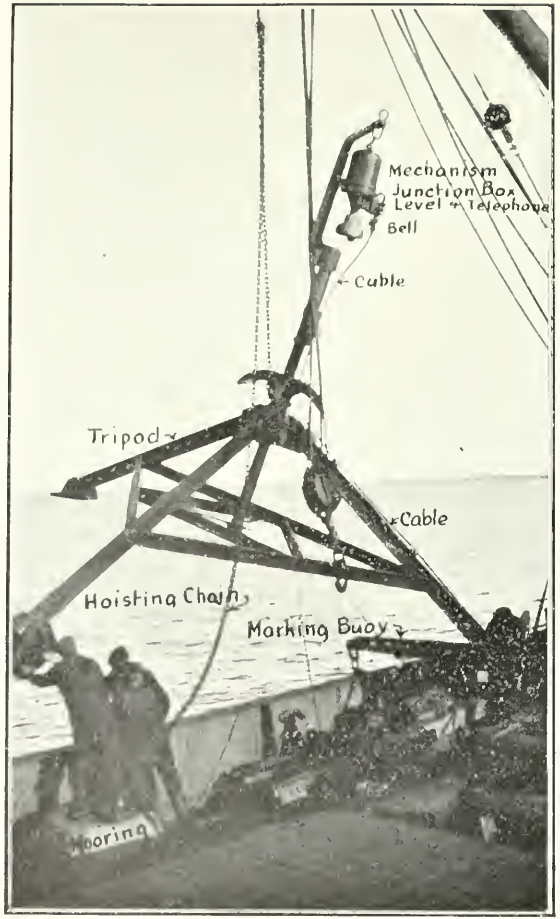
Little Hope Island Station, Showing Concrete Tower.



Prince Rupert, B.C., Docks.



Dredge "Beaujeu" (No. 8) Before Loading.

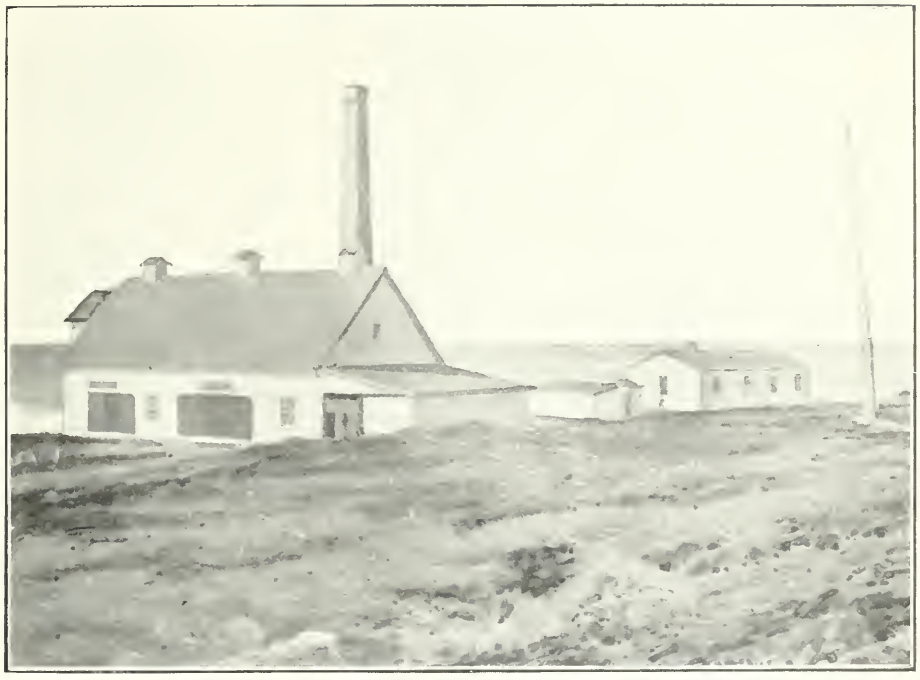


Placing Tripod and Submarine Bell in the Water.

Pachena Lighthouse, B.C.

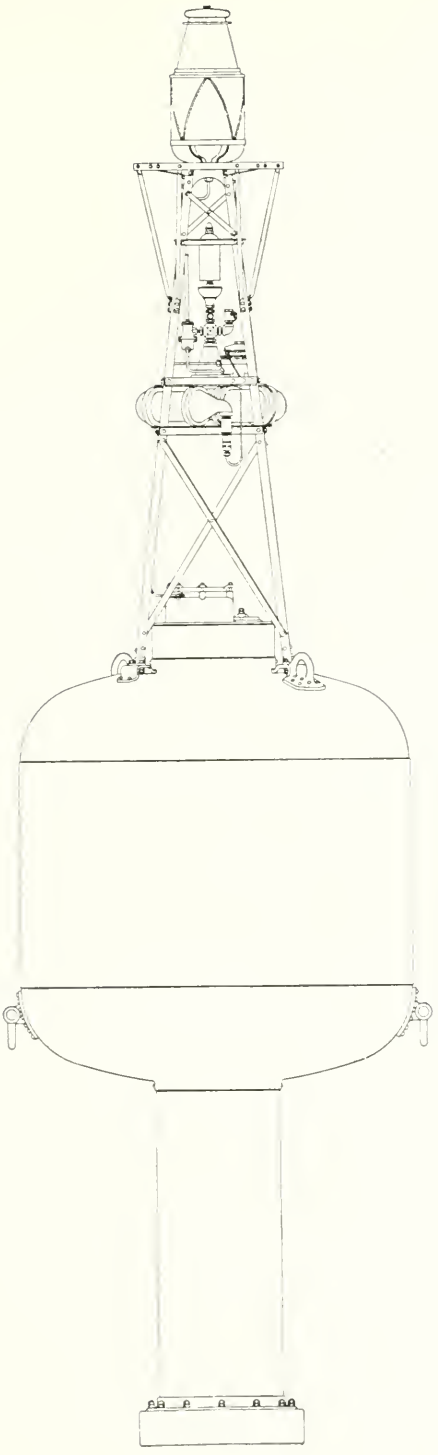
Spruce Shoal, Parry Sound, Gas Beacon, Ont.

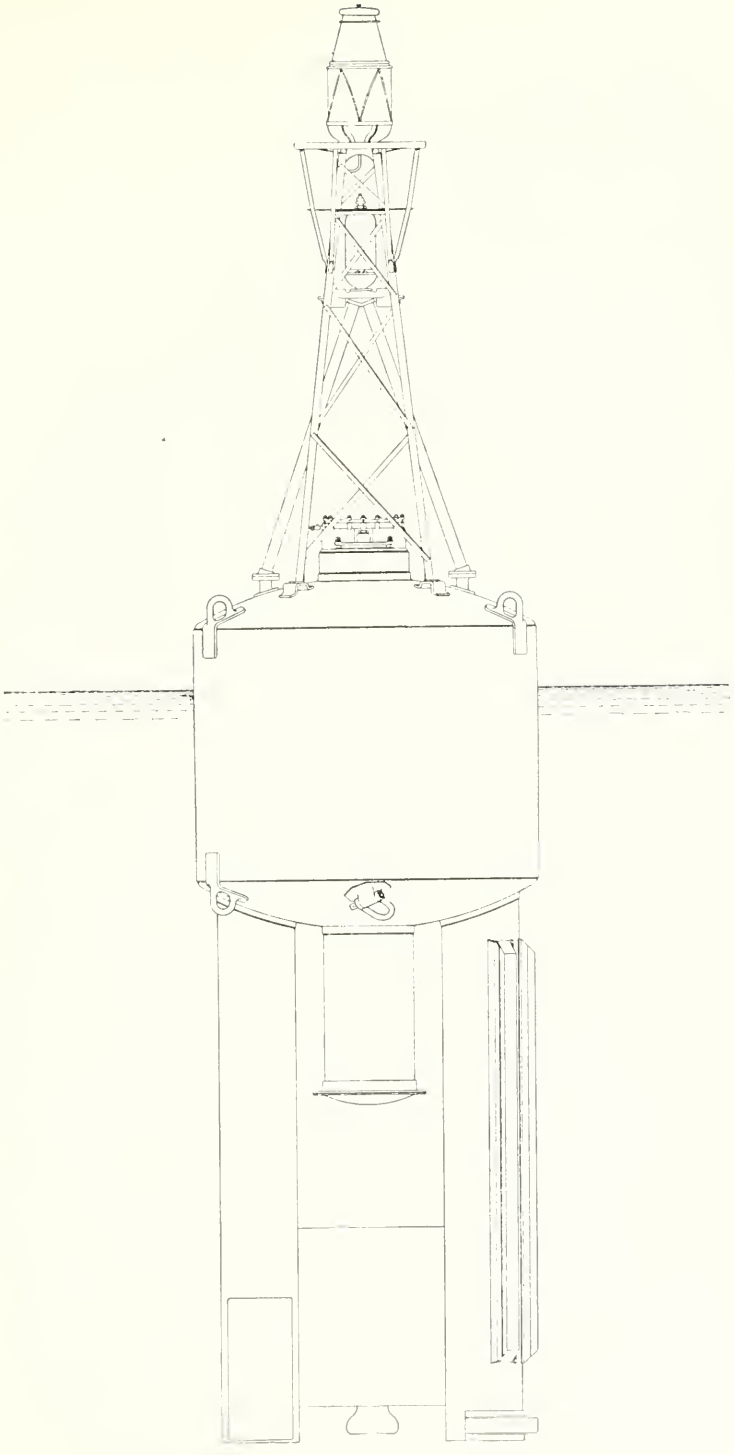
Dredge "Beaujeu" (No. 8) Cutter Head.

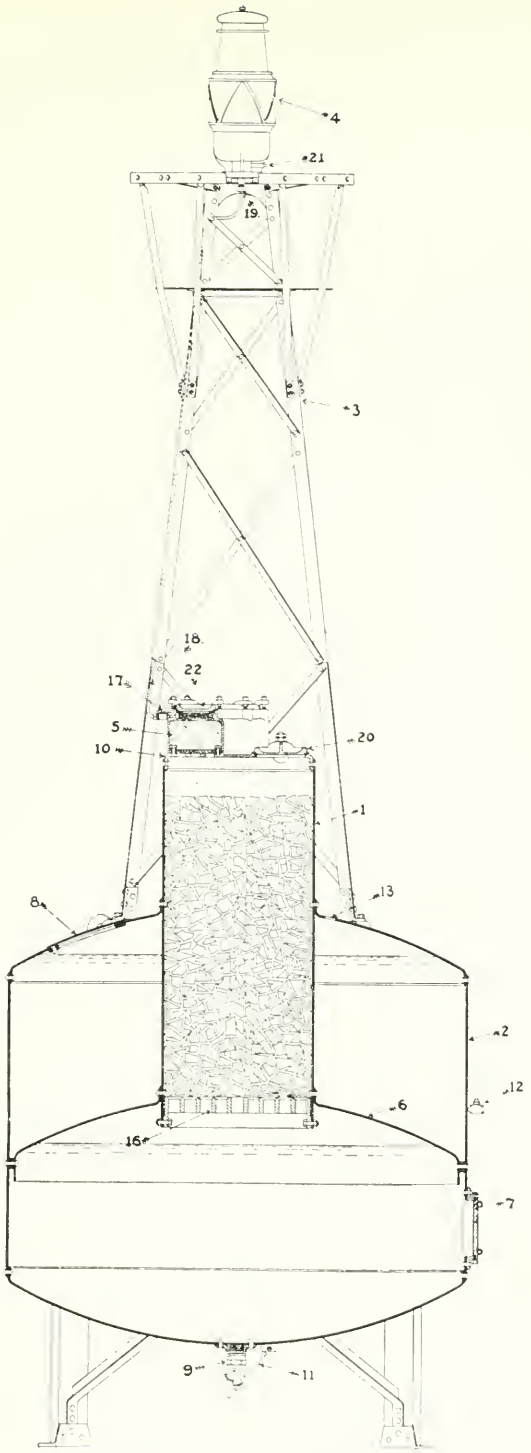


No. 17902. Cape Ray, New Fog Alarm and Marconi Buildings.

Cable Landing Chebucto Head. Cable Connecting Station with Submarine Bell.







1. Gas generator.
2. Float chamber.
3. Lantern support.
4. Lantern.
5. Purifier chamber.
6. Counterweight.
7. Diaphragm.
8. Valve.
9. Valve stem.
10. Generator head.
11. Operating nut.
12. Stop collar.
13. Guard pipe.
14. Safety cap.
15. Rubber packing.
16. Grate.
17. Gas valve.
18. Gas pipe.
19. Coupling.
20. Carbide door.
21. Vent plug.
22. Purifier cover.

LIST OF VESSELS

ERRATUM.

21*a*. The Seventh Report of the Geographic Board of Canada, 1908, will be found in Volume 10 of the Sessional Papers of 1908. There was no issue in 1909.

LIST OF VESSELS

LISTE DES NAVIRES

[21b—1909]

LIST OF SHIPPING

ISSUED BY

DEPARTMENT OF MARINE AND FISHERIES

BEING A

LIST OF VESSELS

ON THE

REGISTRY BOOKS OF THE DOMINION OF CANADA

ON THE

31st DAY OF DECEMBER

1908

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1909

LISTE DES NAVIRES

ÉMISE PAR LE

MINISTÈRE DE LA MARINE ET PÊCHERIES

ÉTANT UNE

LISTE DES NAVIRES

INSCRITS SUR LES

LIVRES D'ENREGISTREMENT DU CANADA

LE

31e JOUR DE DÉCEMBRE

1908

OTTAWA
IMPRIMÉ PAR C. H. PARMELEE, IMPRIMEUR DE SA TRÈS EXCELLENTE MAJESTÉ LE ROI
1909

REPORT ON SHIPPING

To the Honourable
L. P. Brodeur,
Minister of Marine and Fisheries.

Sir,—I have the honour to submit herewith the eighteenth List of Shipping issued by this Department. The List has been prepared from records kept in the Department and care has been taken to make it as complete and accurate as possible.

The Regulations with respect to ships' names which came into force on the 1st January, 1908, have been strictly carried out and the name of every ship registered in during the year has been submitted to this Department for approval.

Supplements to the List of Shipping were published every month and those affecting this List which have issued up to date, are bound with this volume.

The total number of vessels remaining on the Register Books of the Dominion on the 31st December, 1908, was 7602, measuring 702324 tons, being an increase of 74 vessels and 3636 tons as compared with 1907. The number of steamers on the Register Books on the same date was 3084 with a Gross Tonnage of 483031 tons. Assuming the average value to be $30 per ton the value of the Registered Tonnage of Canada on the 31st December, 1908, would be $21,069,720.

The number of new vessels built and registered in the Dominion of Canada during the last year was 304 measuring 28983 tons register. Estimating the value of new tonnage at $45 per ton gives a total value of $1,304,235 for new vessels. This shows a slight falling off as compared with last year, but the year 1908 was not remarkable for its shipbuilding activity, not as regards Canada alone, but throughout the whole Maritime world. However, despite this, the tonnage on the Register Books at the close of 1908 shows that Canada maintains her place amongst the Maritime states of the world.

During the year 281 vessels were removed from the registry and a detailed statement is given showing the cause of their removal.

RAPPORT SUR LA MARINE MARCHANDE

A l'honorable L. P. Brodeur,
Ministre de la Marine et des Pêcheries.

Monsieur,—J'ai l'honneur de présenter la dix-huitième liste de la Marine publiée par ce département.

Cette liste a été computée à même les dossiers du département et on a eu soin de la rendre aussi complète et aussi exacte que possible.

Les règlements touchant les noms des vaisseaux, qui sont entrés en vigueur le premier janvier 1908, ont été rigoureusement observés, et le nom de chaque vaisseau enregistré au Canada durant l'année a été soumis à ce département pour son approbation.

Des suppléments à la liste de la Marine ont été publiés chaque mois et ceux affectant liste et qui ont été publiés jusqu'à date, sont reliés dans ce présent volume.

Le nombre total des navires portés sur les régistres du Canada au 31 décembre 1908 était de 7602 d'un tonnage de 702324 tonneaux ce qui donne une augmentation de 74 vaisseaux et de 3636 tonneaux par rapport à l'année 1907. A la même date, le nombre de vapeurs figurant au registre était de 3084 d'un tonnage brut de 483031 tonneaux. En estimant la valeur moyenne du tonnage à $30 le tonneau le tonnage enregistré au Canada au 31 décembre 1908 serait donc de $21,069,720.

Le nombre total des navires construits et enregistrés au Canada durant l'année dernière a été de 304 d'un tonnage de 28983 tonneaux. En estimant la valeur du nouveau tonnage à $45. le tonneau, on obtient une valeur totale de $1,304,235 pour les nouveaux vaisseaux, chiffre sensiblement inférieur à celui de l'année dernière ; mais l'année 1908 n'a pas été remarquable pour l'activité déployée à construire de nouveaux vaisseaux, non seulement au Canada, mais dans le monde entier. Cependant, malgré cela le tonnage contenu dans les régistres à la fin de l'année 1908, indique le Canada se maintien parmi les nations maritimes du globe.

Durant l'année dernière 281 vaisseaux furent rayés des registres et un état détaillé est publié indiquant la cause de leur radiation.

STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on December 31, 1908.

PROVINCE OF NEW BRUNSWICK.

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres du Canada, le 31 décembre 1908.

PROVINCE DU NOUVEAU-BRUNSWICK.

Name of Port — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
Chatham	382	58	2,494	7,425
Dorchester	9	2	9	1,889
Moncton	11	2	119	1,324
Richibucto	19	7	184	442
Sackville	10	3	65	590
St. Andrews	174	11	644	3,450
St. John	333	101	50,780	51,282
Total	938	184	54,295	66,402

PROVINCE OF NOVA SCOTIA—PROVINCE DE LA NOUVELLE-ECOSSE.

Amherst	7	2	162	289
Annapolis Royal	41	2	151	5,435
Arichat	112	2	71	3,030
Barrington	99	8	257	2,424
Canso	40	1	21	736
Digby	124	7	256	4,197
Guysboro'	6			148
Halifax	407	86	13,048	20,374
Liverpool	83	11	572	7,312
Lunenburg	283	11	853	22,686
Maitland	20	1	88	7,423
Parrsboro'	93	7	670	19,120
Pictou	51	20	3,383	5,184
Port Hawkesbury	61	4	155	1,584
Port Medway	15	1	138	1,179
Shelburne	84	4	186	5,070
Sydney	94	25	1,277	4,379
Truro				
Weymouth	37	1	5	2,561
Windsor	86	14	1,527	33,460
Yarmouth	309	29	8,333	18,328
Total	2,052	236	31,153	164,919

PROVINCE OF QUEBEC—PROVINCE DE QUEBEC.

Gaspé	18	1	921	1,268
Magdalen Islands	16	3	1,168	1,000
Montreal	687	253	89,686	124,297
Paspebiac	9	1	43	668
Quebec	624	161	21,276	42,826
Sorel	30	13	1,617	2,916
Total	1,384	432	114,711	172,975

SESSIONAL PAPER No. 21b

STATEMENT showing the number of Vessels and number of Tons on the Registry Books, &c.—*Continued.*

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres, etc.—*Suite.*

PROVINCE OF ONTARIO—PROVINCE DE L'ONTARIO.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net
Amherstburg	15	11	338	391
Belleville	19	15	552	841
Bowmanville	2	.....	.....	316
Brockville	29	28	908	589
Chatham	22	14	450	784
Cobourg	7	2	315	1,021
Collingwood	80	77	16,650	11,832
Cornwall	2	2	46	32
Deseronto	16	10	773	1,163
Dunnville	1	.....	.....	57
Fort William	2	1	59	447
Goderich	44	36	2,375	2,249
Hamilton	42	36	8,069	5,743
Kenora	70	67	2,048	1,490
Kingston	198	136	12,267	17,975
Lindsay	49	29	625	1,706
Midland	27	24	15,181	11,459
Napanee	1	.....	.....	122
Oakville	1	.....	.....	26
Ottawa	401	246	32,020	32,362
Owen Sound	48	41	3,927	4,702
Peterborough	55	49	1,336	1,207
Picton	21	14	2,921	3,076
Port Arthur	64	46	3,640	7,323
Port Burwell	9	8	120	138
Port Dover	15	11	302	432
Port Hope	32	23	1,645	2,297
Port Stanley	15	15	318	217
Prescott	30	16	2,796	5,276
Sarnia	44	33	9,932	9,490
Southampton	16	14	704	683
Sault Ste. Marie	59	50	9,125	8,976
St. Catharines	95	56	2,057	9,595
Simcoe	5	2	35	271
Toronto	398	315	48,388	39,214
Wallaceburg	32	16	900	2,609
Whitby	2	.....	.....	271
Windsor	60	31	6,451	6,648
Total	2,028	1,474	187,264	192,970

PROVINCE OF PRINCE EDWARD ISLAND—PROVINCE DE L'ILE DU PRINCE-EDOUARD.

Charlottetown	154	20	4,492	10,387

STATEMENT showing the number of Vessels and number of Tons on the Registry Books, &c.—*Concluded.*

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres, etc.—*Fin.*

PROVINCE OF BRITISH COLUMBIA—PROVINCE DE LA COLOMBIE-BRITANNIQUE.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
New Westminster	185	111	6,968	11,168
Vancouver	488	375	28,646	29,409
Victoria	266	156	45,859	46,479
Total	939	642	81,473	87,056

PROVINCE OF SASKATCHEWAN.—PROVINCE DE LA SASKATCHEWAN.

Prince Albert	4	3	281	290

PROVINCE OF MANITOBA—PROVINCE DU MANITOBA.

Winnipeg	87	79	6,149	4,341

YUKON DISTRICT—DISTRICT DU YUKON.

Dawson	16	14	3,213	2,984

SUMMARY—SOMMAIRE.

New Brunswick	938	184	54,295	66,402
Nova Scotia	2,052	236	31,153	164,919
Quebec	1,384	432	114,711	172,975
Ontario	2,028	1,474	187,264	192,970
P. E. Island	154	20	4,492	10,387
British Columbia	939	642	81,473	87,056
Manitoba	87	79	6,149	4,341
Yukon District	16	14	3,213	2,984
Saskatchewan	4	3	281	290
Grand Total	7,602	3,084	483,031	702,324

SESSIONAL PAPER No. 21b

COMPARATIVE STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, in each Year, from 1874 to 1908, both inclusive.

ETAT COMPARATIF indiquant le nombre de navires et le tonnage net inscrits dans les livres de registres du Canada, pendant l'année expirée le 31 décembre, dans chaque année, de 1874 à 1908, les deux comprises.

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,144	294,741	1,133	307,926	1,154	324,513	1,133	329,457	1,142	335,965
Nova Scotia ...	2,787	479,669	2,786	505,144	2,867	529,252	2,961	541,579	3,003	553,368
Quebec	1,837	218,946	1,831	222,965	1,902	228,502	1,951	248,399	1,676	248,349
Ontario	815	113,008	825	114,900	889	123,947	926	131,761	958	135,440
P. E. Island...	312	48,388	335	50,677	338	50,692	342	55,547	322	54,250
B. Columbia...	35	3,611	40	3,685	40	3,809	43	3,479	51	4,482
Manitoba	.....	....	2	178	2	178	6	246	17	1,161
Total	6,930	1,158,363	6,952	1,205,565	7,192	1,260,893	7,362	1,310,468	7,169	1,333,01

	1879.		1880.		1881.		1882.		1883.	
New Brunswick	1,135	340,491	1,097	336,976	1,087	333,215	1,065	308,980	1,107	315,906
Nova Scotia...	2,975	552,159	2,977	550,448	3,025	558,911	3,026	546,778	3,037	541,715
Quebec	1,975	246,025	1,889	233,341	1,830	224,936	1,754	215,804	1,739	216,577
Ontario.....	1,066	136,987	1,042	137,481	1,081	139,998	1,112	137,061	1,133	140,972
P. E. Island...	298	49,807	288	45,931	273	45,410	248	41,684	241	49,446
B. Columbia ..	60	4,701	63	5,049	74	6,296	84	7,687	94	9,046
Manitoba	22	1,924	21	1,992	24	2,130	23	2,783	24	2,778
Total	7,471	1,332,094	7,377	1,311,218	7,394	1,310,896	7,312	1,260,777	7,375	1,276,440

	1884.		1885.		1886.		1887.		1888.	
New Brunswick	1,096	308,132	1,060	288,589	1,042	269,224	1,027	255,126	1,009	239,332
Nova Scotia ...	2,942	544,048	2,988	541,832	2,929	526,921	2,845	498,878	2,851	485,709
Quebec.....	1,628	202,842	1,631	203,635	1,650	232,556	1,586	189,064	1,498	178,520
Ontario	1,184	142,387	1,223	144,487	1,248	140,929	1,275	139,548	1,330	139,502
P. E. Island...	234	59,213	227	36,040	225	30,658	225	29,031	218	26,586
B. Columbia...	116	11,403	123	11,834	134	11,900	149	12,789	167	14,249
Manitoba	55	5,722	63	5,439	65	5,578	71	5,871	69	5,744
Total	7,255	1,253,747	7,315	1,231,856	7,293	1,217,766	7,178	1,130,307	7,142	1,089,642

	1889.		1890.		1891.		1892.		1893.	
New Brunswick	1,013	218,873	981	209,460	969	193,193	946	181,779	1,010	156,086
Nova Scotia ...	2,855	464,431	2,793	464,194	2,778	461,758	2,731	425,690	2,715	396,263
Quebec	1,455	168,509	1,399	164,003	1,404	162,330	1,408	162,638	1,426	161,121
Ontario	1,352	141,839	1,312	138,738	1,345	138,914	1,347	141,750	1,370	146,665
P. E. Island...	224	25,506	231	26,080	195	23,316	196	22,706	188	20,970
B. Columbia...	176	15,241	196	16,024	246	19,767	298	23,448	315	24,900
Manitoba	77	6,091	79	6,475	78	6,197	81	6,118	89	6,534
Total . ..	7,152	1,040,181	6,991	1,024,974	7,015	1,005,475	7,007	964,129	7,113	912,539

COMPARATIVE STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, &c.—*Concluded.*

ETAT COMPARATIF indiquant le nombre de navires et le tonnage net inscrits dans les livres de registres du Canada, etc.—*Fin.*

Provinces.	1894.		1895.		1896.		1897.		1898.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Total.
New Brunswick.	1,003	136,257	975	122,417	964	115,506	923	103,584	903	89,257
Nova Scotia....	2,710	371,432	2,683	343,356	2,669	317,526	2,204	283,056	2,167	262,176
Quebec	1,427	160,590	1,454	158,776	1,469	158,649	1,480	158,077	1,378	144,447
Ontario.....	1,480	148,525	1,508	148,609	1,525	146,522	1,424	135,349	1,452	134,180
P. E. Island....	191	19,650	190	19,323	174	16,540	174	15,812	178	15,979
B. Columbia....	336	26,455	346	25,988	363	26,622	364	28,604	444	40,304
Manitoba	98	6,715	106	7,307	115	7,934	115	7,272	121	7,439
Yukon District.	.....	.....	...	.....	.....	.....	.....	.....	.....	.....
Total	7,245	869,624	7,262	825,776	7,279	789,299	6,684	731,754	6,643	693,782

	1899.		1900.		1901.		1902.		1903.	
New Brunswick.	920	86,288	927	78,708	915	75,293	917	64,605	929	59,508
Nova Scotia....	2,121	243,457	2,121	226,817	1,980	214,560	2,037	212,967	2,069	216 053
Quebec	1,375	144,586	1,247	138,136	1,265	142,664	1,288	136,660	1,288	138,570
Ontario	1,488	135,234	1,610	141,112	1,635	145,227	1,699	156,449	1,778	169,086
P. E. Island....	171	14,669	176	14,251	180	14,729	156	13,464	164	13,739
B. Columbia....	488	44,415	515	51,095	676	62,102	584	58,292	639	76,215
Manitoba	126	9,108	128	7,147	130	7,445	139	7,536	139	7,695
Yukon District.	9	1,604	11	2,268	11	2,463	16	2,640	14	2,281
Saskatchewan ..	....	.....	.....	.....	....	.....	....	....	...	... .
Total.....	6,698	679,352	6,735	659,534	6,792	664,483	6,836	652,613	7,020	683,147

	1904.		1905.		1906.		1907.		1908.	
New Brunswick.	933	54 855	938	49,145	939	44,471	927	69,463	938	66,402
Nova Scotia.....	2,066	211,972	2,121	198,976	2,159	187,328	2,074	173,950	2,052	164,919
Quebec...	1,287	140,339	1,301	141,406	1,344	143,340	1,338	166,133	1,384	172,975
Ontario.....	1,886	176,430	1,942	178,848	1,978	180,340	2,011	184,328	2,028	192,970
P. E. Island....	161	12,200	158	11,924	149	10,761	145	9,815	154	10,387
B. Columbia....	666	77,105	712	79,954	782	77,746	872	83,792	939	87,056
Manitoba.....	141	7,765	142	7,809	149	8,341	144	8,247	87	4,341
Yukon District.	12	2,172	11	1,763	11	1,763	13	2,670	16	2,984
Saskatchewan...	.....	....	.....	... .	1	89	4	290	4	290
Total	7,152	682,838	7,325	669,825	7,512	654,179	7,528	698,688	7,602	702,324

SESSIONAL PAPER No. 21b

LIST of Ports at which Vessels may be Registered, showing the number of New Vessels Built and Registered in the Dominion of Canada, during the Year ended December 31, 1908.

PROVINCE OF NEW BRUNSWICK

LISTE des ports auxquels les navires peuvent être enregistrés, et indiquant le nombre des nouveaux navires construits et enregistrés au Canada, pendant l'année expirée le 31 décembre 1908.

PROVINCE DU NOUVEAU-BRUNSWICK.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
Chatham	17	429
Dorchester	Nil.	Nil.
Moncton	Nil.	Nil.
Richibucto	5	65
Sackville	Nil.	Nil.
St. Andrews	2	27
St. John	8	767
Total	32	1,288

PROVINCE OF NOVA SCOTIA—PROVINCE DE LA NOUVELLE-ECOSSE.

Amherst	Nil.	Nil.
Annapolis Royal	2	616
Arichat	2	75
Barrington	5	65
Canso	1	16
Digby	2	125
Guysboro'	Nil.	Nil.
Halifax	12	369
Liverpool	5	473
Lunenburg	21	1,686
Maitland	1	122
Parrsboro'	6	1,495
Pictou	2	446
Port Hawkesbury	2	28
Port Medway	Nil.	Nil.
Shelburne	10	650
Sydney	3	35
Truro	Nil.	Nil.
Weymouth	1	99
Windsor	1	9
Yarmouth	4	291
Total	80	6,600

PROVINCE OF QUEBEC—PROVINCE DE QUEBEC.

Amherst (Magdalen Islands)	Nil.	Nil.
Gaspé	Nil.	Nil.
Montreal	49	6,278
Paspebiac	Nil.	Nil.
Quebec	3	443
Sorel	10	558
Total	62	7,279

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
PROVINCE OF ONTARIO—PROVINCE DE L'ONTARIO.		
Amherstburg	1	27
Belleville	Nil.	Nil.
Bowmanville	Nil.	Nil.
Brockville	1	7
Chatham	Nil.	Nil.
Cobourg	Nil.	Nil.
Collingwood	2	43
Cornwall	Nil.	Nil.
Deseronto	Nil.	Nil.
Dunnville	Nil.	Nil.
Fort William	Nil.	Nil.
Goderich	Nil.	Nil.
Hamilton	Nil.	Nil.
Kenora	Nil.	Nil.
Kingston	4	276
Lindsay	Nil.	Nil.
Midland	2	62
Napanee	Nil.	Nil.
Oakville	Nil.	Nil.
Ottawa	8	747
Owen Sound	2	389
Peterborough	4	130
Picton	Nil.	Nil.
Port Arthur	Nil.	Nil.
Port Burwell	Nil.	Nil.
Port Dover	1	8
Port Hope	Nil.	Nil.
Port Stanley	4	66
Prescott	Nil.	Nil.
Sarnia	Nil.	Nil.
Southampton	Nil.	Nil.
Sault Ste. Marie	Nil.	Nil.
St. Catharines	1	305
Simcoe	Nil.	Nil.
Toronto	15	6,609
Wallaceburg	Nil.	Nil.
Whitby	Nil.	Nil.
Windsor	1	26
Total	46	8,695

PROVINCE OF PRINCE EDWARD ISLAND —PROVINCE DE L'ILE DU PRINCE-EDOUARD.

Charlottetown	5	254

LIST of Ports at which Vessels may be Registered, showing the number of new Vessels Built and Registered, &c.—*Concluded.*

PROVINCE OF BRITISH COLUMBIA.

LISTE des ports auxquels les navires peuvent être enregistrés, et indiquant le nombre des nouveaux navires construits et enregistrés, etc.—*Fin.*

PROVINCE DE LA COLOMBIE-BRITANNIQUE.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
New Westminster	13	578
Vancouver	46	2,061
Victoria	17	2,139
Total	76	4,778
PROVINCE OF MANITOBA—PROVINCE DU MANITOBA.		
Winnipeg	1	9
YUKON DISTRICT.		
Dawson City	2	80
SASKATCHEWAN.		
Prince Albert	Nil.	Nil.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
SUMMARY—SOMMAIRE.		
New Brunswick	32	1,288
Nova Scotia	80	6,600
Quebec	62	7,279
Ontario	46	8,695
Prince Edward Island	5	254
British Columbia	76	4,778
Manitoba	1	9
Yukon District	2	80
Saskatchewan	Nil.	Nil.
Total	304	28,983

SESSIONAL PAPER No. 21b

STATEMENT showing the Tonnage of each of the Maritime States of the World, compiled from the Reportoire Géneral for 1908-1909.

TABLEAU du tonnage des navires de chacun des Etats maritimes du globe, extrait du Répertoire Général pour 1908-1909.

Nationality	Steamers. — Vapeurs	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Net Tonnage of Steamers. — Tonnage net des vapeurs.	Sailing Vessels. — Voiliers	Net Tonnage of Sailing Vessels. — Tonnage net des voiliers.	Total Net Tonnage. — Tonneaux.
British	8,754	17,427,798	10,498,214	6,014	1,603,776	12,101,990
German	1,797	3,818,627	2,350,735	1,328	471,109	2,821,844
American	992	1,966,102	1,321,873	3,647	1,413,679	2,735,552
Norwegian	1,244	1,334,709	851,577	1,432	673,308	1,524,885
French	851	1,489,644	816,652	1,584	521,688	1,338,340
Russian	613	789,453	487,267	3,369	572,255	1,059,520
Italian	411	915,413	557,355	1,385	431,851	989,206
Japanese	790	1,099,306	695,454	1,327	165,963	861,417
Swedish	868	728,740	506,894	1,486	234,885	741,779
*Canadian	*	*	*	*	*	*
Dutch	466	846,348	530,704	631	74,260	604,964
Danish	517	659,471	402,526	1,005	116,549	519,075
Spanish	462	696,595	433,300	545	79,009	512,309
Austrian	311	716,285	446,354	104	12,491	458,845
Grecian	261	465,129	292,081	882	165,293	457,374
Turkish	110	112,112	69,440	936	202,609	272,049
Brazilian	224	198,776	120,672	298	62,613	183,285
Belgian	128	236,246	152,028	9	2,549	154,577
Argentine	152	115,707	70,758	179	52,366	123,124
Chilian	85	116,064	67,558	90	49,254	116,812
Portuguese	58	64,548	39,618	269	49,536	89,154
Uruguayan	32	40,834	24,816	62	27,698	52,514
Cuban	46	57,145	36,137	123	12,381	48,518
Chinese	43	65,341	41,647	3	901	42,548
Peruvian	8	10,872	6,969	60	29,470	36,439
Mexican	37	29,030	17,971	48	8,678	26,649
Roumanian	21	35,317	18,848	20	3,505	22,353
Montenegrin				23	5,243	5,243
Venezuelan	8	3,783	2,046	18	2,836	4,882
Corean	5	6,991	4,666			4,666
Nicaragnan	1	751	112	7	4,529	4,641
Egyptian	8	3,809	2,140	8	2,481	4,621
Bulgarian	5	4,561	2,776	3	402	3,178
Haitian	6	2,662	1,556	8	1,392	2,948
Siamese	7	4,348	2,569	2	344	2,913
Sarawak	4	3,417	2,114			2,114
Colombian	1	881	457	7	1,608	2,065
Honduran	3	1,806	1,125	3	363	1,488
Dominican				10	1,465	1,465
Guatemalan				5	1,270	1,270
Liberian				2	686	686
Bolivian				1	607	607
Costa Rican				2	551	551
Tunisian	1	509	304	2	151	455
Panaman	1	748	454			454
San Salvador				2	326	326
Moroccan	2	560	269			269
Paraguan	2	470	260			260
Ecuador				1	257	257
Zanzibar	1	350	235			235
Cretian				1	111	111
Persian				1	107	107
Servian	1	264	102			102
Unknown	5	8,094	5,102	10	3,447	8,549
Total	19,342	34,079,916	20,883,735	26,952	7,065,850	27,949,585

* Included in British.

COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion 1908 both

ETAT COMPARATIF des nouveaux navires construits et enregistrés au Canada les deux

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	90	42,027	65	33,483	61	31,040	54	31,158	56	27,368
Nova Scotia	175	84,480	177	67,106	194	58,771	219	47,980	166	49,784
Quebec	73	20,796	103	22,825	51	17,860	62	19,253	46	10,870
Ontario	50	10,797	53	7,760	47	5,397	28	3,316	30	2,409
Prince Edward Island	88	24,634	83	19,838	62	14,574	62	17,026	38	10,382
British Columbia	5	276	.....	.....	1	121	2	204	2	4 [illegible]
Manitoba	.....	.....	.....	.....	.....	.....	3	48	1	15
	481	183,010	481	151,012	416	127,700	430	118,985	339	100,873
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered	6	7,746	.....	.....	3	2,721	2	1,943	1	
Add new vessels which left Quebec for registration in Germany	.....	.....	.....	.....	1	480	.....	.....	.....	.....
Total	487	190,756	481	151,012	420	130,901	432	120,928	340	101,536

Provinces.	1886.		1887.		1888.		1889.		1890.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	34	4,931	18	2,909	32	2,530	50	4,792	35	5,572
Nova Scotia	93	20,948	87	12,310	116	12,965	126	19,645	150	33,907
Quebec	27	2,683	28	2,888	23	2,669	27	3,759	25	4,880
Ontario	52	2,075	66	2,993	62	5,095	45	3,259	41	4,917
Prince Edward Island	12	1,318	7	601	12	1,412	12	1,503	12	2,008
British Columbia	8	154	9	376	18	448	12	840	15	876
Manitoba	3	98	8	439	1	11	8	548	7	218
Total	229	32,207	223	22,516	264	25,130	280	34,346	285	52,378

Provinces.	1898.		1899.		1900.		1901.		1902.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	31	790	31	798	22	762	25	1,141	23	1,055
Nova Scotia	67	4,962	92	7,594	117	9,416	133	14,660	140	14,827
Quebec	51	4,139	35	5,943	50	4,301	43	7,421	16	1,990
Ontario	46	1,872	52	3,419	58	3,734	62	2,665	60	8,791
Prince Edward Island	5	372	3	56	3	106	6	589	8	530
British Columbia	72	12,228	51	2,734	43	3,837	62	7,728	36	2,550
Manitoba	6	159	13	554	3	109	3	112	10	137
Yukon District	.....	.....	.....	.....	1	61	1	165	3	336
Saskatchewan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	278	24,522	277	21,098	297	22,326	335	34,481	296	30,216

of Canada during the Year ended December 31, in each Year, from 1874 to inclusive.

pendant l'année expirée le 31 décembre, dans chaque année, de 1874 à 1908, comprises.

1879.		1880.		1881.		1882.		1883.		1884.		1885.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
43	19,067	63	18,896	57	18,259	66	16,820	72	21,103	46	12,888	34	7,736
126	39,208	126	31,257	150	40,465	117	26,711	202	35,765	178	42,032	102	24,703
29	7,421	33	8,219	56	5,673	26	6,785	42	6,594	32	3,815	29	4,556
42	2,464	44	3,610	54	5,111	55	4,369	34	4,311	58	4,446	45	4,509
20	5,279	21	3,359	15	4,351	15	3,508	17	5,343	21	5,189	11	1,707
5	788	.....	.....	2	85	8	1,631	5	849	15	675	6	648
...	.....	1	100	3	116	1	289	2	125	37	3,366	13	320
265	74,227	288	65,441	337	74,060	288	60,113	374	74,090	387	72,411	240	44,179
.....	... ...	.....	... .	..	.... ..	1	1,029	...	.....	....	. ....	.....	. . .
.....	.....	.. .	....	.....	.....	.	.. ..	.....	.....	.....	... .	...	.... .
265	74,227	288	65,441	337	74,060	289	61,142	374	74,090	387	72,411	240	44,179

1891.		1892.		1893.		1894.		1895.		1896.		1897.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
43	6,269	21	1,873	119	2,819	40	2,534	27	714	24	627	33	1,738
130	35,528	105	16,446	111	15,089	128	8,721	89	4,762	97	7,704	54	4,259
46	4,200	34	2,620	53	4,220	55	4,412	49	4,335	36	3,969	49	4,227
44	2,662	34	3,684	49	4,126	64	3,137	52	3,732	38	1,757	50	3,850
5	1,000	9	967	3	634	3	183	1	196	3	111	3	226
41	2,364	46	2,887	19	944	25	1,900	18	1,709	22	1,466	26	2,429
3	122	6	296	8	608	11	356	14	822	7	512	16	365
312	52,145	255	28,773	362	28,440	326	21,243	250	16,270	227	16,146	231	17,094

1903.		1904.		1905.		1906.		1907.		1908.		—	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
24	1,708	25	1,396	25	998	23	431	27	909	32	1,288	...	... ..
135	12,907	99	5,993	169	7,453	154	7,538	169	5,116	80	6,600	.....	.....
31	1,076	20	3,203	24	1,438	50	3,940	50	10,326	62	7,279	.....	.....
71	10,719	105	5,167	85	5,735	74	6,014	96	14,444	46	8,695	.....	.....
6	171	2	185	6	577	4	147	7	215	5	254	.....	.....
56	3,494	48	2,362	51	3,536	82	2,774	97	7,115	76	4,778	.....	.....
5	248	9	338	1	44	9	808	3	84	1	9	.....	.....
Nil.	Nil.	Nil.	Nil.	...	.....	.....	.....	.....	.....	2	80	...	.....
... .	.....	....	.....	.....	.....	1	89	3	261	.....	.....	.....	.....
328	30,323	308	18,554	352	19,781	397	21,741	392	38,401	304	28,983	.....	.....

LIST of vessels whose names have been changed by Order in Council, under Section 27 of Chapter 113 of the Revised Statutes of Canada, 1906, during the year ended December 31, 1907.

LISTE des navires dont les noms ont été changés par Ordre en Conseil, d'après les dispositions de l'article 27, chapitre 113 des Statuts Revisés du Canada, 1906, durant l'année finissant le 31 décembre 1907.

Official Number. — Numéro officiel.	Present Name of Vessel. — Nom actuel du navire.	Port of Registry. — Port d'enregistrement.	Former Name of Vessel. — Ancien nom du navire.
122650	Alcedo	Ottawa	North.
122435	Bon Ami	Sault Ste. Marie	Mariposa.
122641	Cobalt	Ottawa	E. P. Beals.
116543	Emma L	Montreal	D. S. Walker.
122642	Freeport	Ottawa	Black Diamond.
126191	Going	Windsor, Ont	Grace.
92415	Imperator	Chatham, N.B	Mascott.
100038	Jasmine	Toronto	Ojibway.
88241	John Rolph.	Toronto	Resolute.
111805	Jno. W. Russell	Toronto	W. J. Smith.
74254	L. P	Quebec	Indiana.
122595	Leonice	St. Andrews	Quickstep.
122344	Maganetawan	Toronto	Jos. B. Dewey.
94853	Myrtle V. Hopkins	Liverpool	Keewaydin.
122396	Owen	Victoria	Marion.
122145	Pukwana	Toronto	Willowdee.
117166	Shanks	Windsor, N.S.	Affezione.
126330	Shuswap	Vancouver	Volga.
122611	Two Macs	Goderich	Telephone.
126324	Valdes	Vancouver	Rona.

SESSIONAL PAPER No. 21b

STATEMENT showing the number of vessels removed from registry in the Dominion of Canada during the year ending 31st December, 1908, and the cause for such removal.

ETAT indiquant le nombre de navires dont les noms ont été rayés au registre, au Canada durant l'année finissant le 31 décembre 1908 et la cause de leur radiation.

Sold to Foreigners	12
Wrecked	29
Stranded	12
Lost	17
Broken up	125
Abandoned	7
Collision	2
Missing	2
Foundered	6
Burnt	17
Condemned	4
Transferred to St. John's, Nfld.	15
" " Bridgetown, Barbadoes	12
Reported out of existence	21
Total	281

G. J. DESBARATS,
Acting Deputy Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
Ottawa, 1909.

PART I

STEAM VESSELS

PARTIE I

VAPEURS

PART I. – PARTIE I

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, December 31, 1908.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, 31 décembre 1908..

Abbreviations—Abreviations :—**J.O.,** Joint owners—propriétaires conjoints ; **M.O.,** Managing owner—propriétaire gérant ; **Pa.,** Paddle—à aubes ; **Sc.,** Screw—à hélice.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant et adresse.
88,639	A. B. Cook.....	St. Catharines.....	1885	Port Robinson, Ont.....	54 4	12 0	6 6	34	23	13 sc..	Robert Weddell, Trenton, Ont.
75,821	A. C. Whitney ...	Halifax.....	1873	Boston, Mass., U.S.A...	76 0	17 5	5 6	63	41	75 sc..	The A. C. Whitney Co., Ltd., Halifax N.S.
97,014	A. D. Cross.	St. Catharines.... .	1897	Port Colborne, Ont.....	49 0	16 0	8 9	47	32	11 sc..	William E. Phin, Welland, Ont.
116,385	A. F. Bowman....	Port Arthur.....	1906	Collingwood, Ont.	76 0	22 0	12 0	113	77	32 sc..	Canadian Towing & Wrecking Co., Ltd., Port Arthur, Ont
77,820	A. H. Jennie.. ..	Toronto	1882	Port Rowan, Ont.	119 0	21 1	9 3	197	121	.....	Mrs. Agnes M. Britnell, Toronto, Ont.
100,393	A. M. Petrie.. ...	Hamilton	1892	Hamilton, Ont....	50 0	10 0	4 9	20	13	1 sc..	James Garrett, Herring Bay, Algoma, Ont.
96,873	A. V. Crawford...	Port Stanley.....	1891	Goderich, Ont	72 0	15 7	7 2	51	35	20 sc..	Mrs. Ella B. Boone, Toronto, Ont.
*106,075	A. W. Perry.....	Halifax...	1897	Belfast, Ireland	225 0	34 0	14 7	1,601	957	370 sc.	The Canada Atlantic & Plant Steamship Co., Ltd., Halifax, N.S.
90,767	A. Chambers.....	Goderich	1888	Goderich, Ont.	55 7	14 0	5 2	23	16	30 sc..	Dominion Fish Co., Ltd., Winnipeg, Man.
92,740	Abeona.....	Toronto	1889	Toronto, Ont.	89 0	15 7	5 5	46	31	22 sc..	Harry Oldfield, Parry Sound, Ont.
100,659	Aberdeen.....	Kingston.	1894	Westport, Ont..... ..	51 0	8 4	4 2	13	9	6 sc..	Claude W. Cole, Milford, Ont.

* Formerly "Beverly."

103,554	Aberdeen	Montreal	1895	Sorel, Que	79 3	18 3	9 0	87	55	43 sc	Harbour Commissioners Montreal Que.
103,227	Aberdeen	Ottawa	1894	Paisley, G.B	180 0	31 1	16 9	674	266	200 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
94,924	Aberdeen	Picton, Ont	1894	Picton, Ont	99 6	22 0	8 7	142	87	30 sc	The Ontario & Quebec Navigation Co., Ltd., Picton, Ont.
100,675	Aberdeen	Vancouver	1893	Vernon, B.C	146 2	29 9	6 8	554	349	17 pa	Canadian Pacific Railway Co., Montreal, Que.
97,007	Abino	St. Catharines	1894	Fort Erie, Ont	41 3	10 3	3 8	8	5	7 sc	Wm. T. Windsor, Callender, Ont.
122,649	Abitibi	Ottawa	1907	Lake Abitibi, Ont	74 0	23 0	4 6	106	62	6 pa	Thomas Walsh, Kenora, Ont.
100,395	Acacia	Hamilton	1893	Hamilton, Ont	92 4	19 4	6 6	107	73	7 sc	Wallaceburg Sugar Co., Ltd., Wallaceburg, Ont.
†96,891	Acadia	Ottawa	1880	Chester, Pa., U.S.A	182 5	23 6	18 7	520	354	138 sc	E. and T. Lantalum, St. John, N.B.
92,488	Acadia	Windsor, N.S	1887	Hantsport, N.S	72 0	21 3	6 8	74	67	31 sc	Cape Breton Dredging Co., Ltd., Toronto, Ont.
126,078	Achates	Vancouver	1908	Vancouver, B.C	100 0	22 9	11 5	209	142	42 sc	Maurice L. Evans, M. O. Vancouver, B.C.
111,652	Actæa	Montreal	1894	Poughkeepsie, N.Y., U.S.A.	46 0	9 5	4 1	11	8	3 sc	Andrew F. Gault, Montreal, Que.
100,186	Active	Montreal	1873	Montreal, Que	129 5	24 2	10 9	302	190	200 sc	Montreal Transportation Co., Ltd., Montreal, Que.
94,894	Active	Vancouver	1889	New Westminster, B.C.	116 0	20 7	10 3	172	119	50 sc	B. C. Mills, Timber & Trading Co., Vancouver, B.C.
100,367	Activity	Quebec	1892	Lévis, Que	44 6	12 8	5 2	22	9	25 sc	E. A. D. Morgan, Montreal, Que.
88,665	Ada	Chatham, N.B	1884	Chatham, N.B	32 0	6 3	3 0	4	2	5 sc	Mrs. Susan M. Glasier, Lincoln, Sunbury Co., N.B.
90,539	Ada	Montreal	1886	Montreal, Que	61 2	15 0	5 6	29	19	120 sc	Chas. Ogilvie, Ottawa, Ont.
107,110	Ada	Victoria	1890	Vancouver, B.C	23 8	8 5	2 8	4	3	1 sc	R. C. Colston, Pender Island, B.C.
75,642	Ada Alice	Toronto	1879	Port Dalhousie, Ont	66 5	13 2	4 0	60	41	10 sc	Joseph Goodwin, Toronto, Ont.
122,332	Adam	Vancouver	1907	Vancouver, B.C	45 0	12 0	5 7	21	16	4 sc	H. Bell-Irving Co., Ltd., Vancouver, B.C.
116,927	Adam Hall	Victoria	1904	Arrowhead, B.C	112 0	20 1	6 7	145	55	25 sc	Big Bend Lumber Co., Ltd., Arrowhead, B.C.
107,401	Adelaide	Montreal	1888	Morris Heights, N. Y. U.S.A.	30 0	6 0	2 8	3	2	— sc	L. R. Dowker, Montreal, Que.
126,143	Adelard	Sorel	1907	Yamaska, Que	46 5	9 5	3 4	17	10	⅘ sc	Adelard E. Belisle, Yamaska, Que.
107,373	Adele	Sydney	1890	U.S.A	76 5	13 6	6 3	38	23	18 sc	Arthur J. Moxham, Sydney, N.S.
92,536	Adirondack	Montreal	1887	Berthier, Que	40 0	9 3	5 4	12	8	8 sc	Joseph H. Dansereau, Verchéres, Que.
71,236	Admiral	Port Stanley	1880	Petersville, Ont	45 6	10 3	3 3	9	8	7 sc	Peter G. Carpenter, Sombra, Ont.

† Formerly "Yosemite."

ALPHABETICAL LIST of Canadian Steam Vessels on Registry Books, &c.—*Continued.*

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Suite.*

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
72,247	Admiral	St. John, N.B	1876	Portland, N.B	119 6	22 0	5 7	158	100	66 pa.	Parker Glasier, Lincoln, Sunbury Co., N.B.
107,973	Admiral Togo	Dorchester	1905	Port Greville, N.S	28 0	9 0	3 6	5	4	2 sc.	Edward Cole, Dorchester, N.B.
103,566	Adonis	Montreal	1890	Kingston, Ont	61 4	11 1	4 4	14	10	8 sc.	J. B. Tressider, Montreal, Que.
122,325	Adoraim	Vancouver	1907	Vancouver, B.C.	24 3	8 4	3 6	8	6	⅛ sc.	Gustave A. Roedde, Vancouver, B.C.
90,702	Adrelexa	St. Catharines	1886	Port Robinson, Ont	61 0	10 3	4 6	20	14	2 sc.	Edward Adamson, Toronto, Ont.
.....	Advance	Kingston	1862	Bedford Mills, Ont	66 3	10 6	7 1	41	14	.....	F. Smith, Toronto, Ont.
*88,632	Advance	Montreal	1884	St. Catharines, Ont	175 0	35 3	15 0	1,031	358	116 sc.	Montreal Transportation Co., Ltd., Montreal, Que.
90,775	Advance	Windsor, Ont.	1886	Windsor, Ont.	48 8	15 1	4 0	72	49	20 sc.	Wm. A. Kennedy, Manitoulin, Ont.
117,154	Afton	New Westminster	1906	New Westminster, B.C.	28 0	5 8	3 0	3	2	1 sc.	Thomas H. Goldie, New Westminster, B.C.
†111,807	Agawa	Sault Ste. Marie	1902	Collingwood, Ont.	379 0	46 0	26 0	3,759	2,468	151 sc.	The Algoma Central & Hudson Bay Ry. Co., Sault Ste. Marie, Ont.
85,305	Agnes	Montreal	1883	Buckingham, Que.	56 8	12 4	4 4	29	20	30 sc.	G. Bothwell, Buckingham, Que.
85,325	Agnes	Owen Sound	1884	Meaford, Ont.	50 0	13 7	6 0	23	16	30 sc.	W. W. Grant and Wm. Vance, Spanish River, Ont.
107,362	Agnes	Toronto	1898	Toronto, Ont.	55 0	9 2	3 9	14	10	3 sc.	Thos. Ellis, Roach's Point, Ont.
116,777	Agnes	Vancouver	1904	Ladners, B.C	26 0	6 6	2 4	3	2	⅛ sc.	Harry Abbott, Vancouver, B.C.

* Formerly "Sir S. L. Tilley." † Formerly a sailing vessel.

103,697	Agnes C.	Sault Ste. Marie	1887	Green Bay, Wis., U.S.A.	47 0	9 0	5 0	20	10	— sc.	W.H. Plummer, Sault Ste. Marie, Ont.
77,999	Agnes McMahon	Ottawa	1870	St. Catharines, Ont.	96 0	15 3	6 4	81	47	50 sc.	Israel Clement, Montreal, Que.
116,244	Agnes Smith	Sault Ste. Marie	1904	Little Current, Ont.	61 0	15 0	6 0	57	36	13 sc.	John Henderson, Blenheim, Ont., and Lorne Smith, Little Current, Ont., J. O.
111,752	Agwinde	Kenora	1900	Kenora, Ont.	105 0	22 5	4 0	307	143	1 pa.	Rainy River Navigation Co., Ltd., Kenora, Ont.
103,672	Ahmic	Toronto	1896	Gravenhurst, Ont.	80 4	15 0	4 6	77	52	11 sc.	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
*77,915	Ahteek	Sault Ste. Marie	1879	Port Hope, Ont.	57 0	12 6	7 9	29	21	23 sc.	W. H. Plummer, Sault Ste. Marie, Ont.
97,047	Aid	Liverpool	1891	Liverpool, N.S.	79 2	24 4	7 5	99	67	130 sc.	Alfred Dickie, Lower Stewiacke, N.S.
92,295	Aid	Ottawa	1886	Hull, Que.	65 0	18 0	3 6	25	15	20 pa.	J. A. Cameron, Thurso, Que.
116,834	Aileen	Kingston	1904	Perth, Ont.	56 4	11 8	4 4	24	16	4 sc.	Peter Cavanagh, Perth, Ont.
122,337	Ailsa Craig	Vancouver	1907	Vancouver, B. C.	21 8	8 8	2 5	9	6	1 sc.	Roland D. Craig, Vancouver, B.C.
116,409	Aimé	Victoria	1899	Chemainus, B.C.	38 0	9 0	3 2	9	6	3 sc.	G. Lawson, Victoria, B.C. and W. H. Fairburn, Comox, B.C.
116,789	Airdrie	Vancouver	1901	Steveston, B.C.	35 0	11 1	3 3	9	6	1 sc.	C. F. Haslam, Vancouver, B.C.
114,935	Ajax	Lindsay	1902	Bobcaygeon, Ont.	54 0	14 6	6 1	33	23	50 sc.	W. F. C. Boyd, M.O., Bobcaygeon, Ont.
107,257	Alameda	New Westminster	1898	Lake Bennett, B.C.	50 0	12 0	2 5	32	20	2 pa.	John J. McKenna, Lake Bennett, B.C.
88,600	Alameda	Yarmouth	1885	Arcadia, N.S.	66 6	13 0	4 8	63	49	10 sc.	A. Strang, Cape Traverse, P.E.I.
122,346	Alan	Toronto	1907	Byng Inlet, Ont.	29 0	9 0	3 3	6	4	1½ sc.	William H. Argue, Parry Sound, Ont.
126,088	Alanbee	Vancouver	1908	Vancouver, B.C.	35 9	10 1	5 2	15	10	3 sc.	Robert P. McLennan, Vancouver, B.C.
103,484	Alarm	Victoria	1893	Georgetown, B.C.	52 0	13 8	7 0	34	23	5 sc.	Georgian Logging Co., Ltd., Goica, B.C.
122,229	Alaska	Montreal	1906	Sorel, Que.	102 3	23 7	11 2	246	144	66 sc.	The Sincennes McNaughton Line, Ltd., Montreal, Que.
107,673	Alaska	Quebec	1899	St. Nicholas, Que.	73 4	21 7	5 3	51	45	12 sc.	Cie Maritime et Commercial du Bas St. Laurent, Ltée., Anticosti, Que.
117,174	Alaska	Windsor, Ont.	1878	Detroit, Mich., U.S.A.	165 2	29 0	10 6	348	173	8 sc.	W. J. Pulling and J. E. Williscroft, Windsor, Ont.
83,040	Albani	Brockville	1882	Sorel, Que.	78 6	13 6	7 0	58	39	40 sc.	W. H. Comstock, Brockville, Ont.
100,622	Albani	Port Dover	1892	Simcoe, Ont.	36 3	7 6	3 5	5	4	1 sc.	Wm. Davies, Toronto, Ont.
116,929	Albatross	Vancouver	...	London, G.B.	96 5	12 1	6 5	38	26	22 sc.	William H. Hind, Vancouver, B.C.

* Formerly "Albert Wright."

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126,073	Alberni	Vancouver	1908	Vancouver, B.C.	44 0	11 6	5 7	28	19	8 sc.	Vancouver Dredging & Salvage Co., Ltd., Vancouver, B.C.
88,539	Albert	Hamilton	1891	Hamilton, Ont.	21 6	5 0	2 6	1	1	2 pa.	Henry W. Harrison, Hamilton, Ont.
103,103	Albert	Montreal	1890	St. Laurent, Que.	42 0	6 0	2 7	3	2	1 sc.	Adolphe Pepin, St. Aimé, Que.
96,712	Albert	Ottawa	1888	Aylmer, Que.	147 5	42 2	7 9	296	198	100 sc.	Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
111,942	Albert Lea	New Westminster	1888	Jig Harbour, Wash., U.S.A	42 8	8 8	4 9	19	13	2 sc.	G. W. Dawson, Vancouver, B.C.
116,942	Alberta	Kenora	1904	Kenora, Ont.	20 0	5 0	2 0	2	1	½ sc.	D. L. Mather, Kenora, Ont.
116,950	Alberta	"	1904	Prince Albert, Sask.	130 0	31 0	4 0	315	214	15 pa.	Winnipeg Navigation Co., Ltd., Winnipeg, Man.
85,765	Alberta	Montreal	1882	Whiteinch, G.B.	263 5	38 2	23 3	2,282	1,552	300 sc.	Canadian Pacific Railway Co., Montreal, Que.
116,603	Alberta	Montreal	1905	Sorel, Que.	96 4	17 7	6 9	125	62	42 sc.	The Simcennes McNaughton Line, Ltd., Montreal, Que.
122,177	Alberta	Port Arthur	1907	Rossport, Ont.	30 0	10 0	4 0	7	5	1⅔ sc.	George Gerow, Rossport, Ont.
116,370	Alberta M	Goderich	1907	Goderich, Ont.	69 3	15 0	6 5	38	26	10⅔ sc.	Wm. John Keen and Joseph Millman, Blind River, Ont.
111,433	Albion	Halifax	1902	Moser's River, N.S.	35 8	10 5	4 0	9	6	1 sc.	Alfred Dickie, Lower Stewiacke, N.S.
107,716	Albion	Victoria	1899	Vancouver, B.C.	79 2	18 2	8 3	88	60	24 sc.	The Pacific Towing & Lighterage Co., Ltd., Victoria, B.C.
115,262	Albuera	St. John, N.B.	1902	Port Glasgow, G.B.	340 7	47 6	23 4	3,460	2,258	303 sc.	Steamship Albuera Co., Ltd., Rothesay, King's Co., N.B.

112,043	Alcyon	Quebec	1901	Ste. Anne de Chicoutimi, Que.	63	4	13	9	4	5	44	30	4 sc	E. Gagnon, Ste. Anne de Chicoutimi, Que.
103,964	Alcyone	Montreal	1890	Chicago, Ill., U.S.A	76	2	11	0	6	4	38	22	14 sc	H. M. Molson, Montreal, Que.
100,096	Alcyone	St. John, N.B	1892	St. John, N.B	36	7	9	1	4	3	15	10	30 sc	Henry Eagle, Chatham, N.B.
85,769	Alert	Montreal	1879	St. John's, Que	40	3	7	2	3	1	4	2	7 sc	Louis H. Hébert, St. John's Que.
116,862	Alert	Ottawa	1904	Temiscamingue, Que	68	3	12	4	5	2	53	26	10 sc	Upper Ottawa Improvement Co. Ltd., Ottawa, Ont.
92,421	Alert	Prescott	1886	Morrisburg, Ont	64	0	14	4	5	0	50	35	9 sc	Minister of Railways and Canals, Ottawa, Ont.
90,699	Alert	St. Catharines	1886	Port Robinson, Ont.	58	4	15	1	7	2	47	32	28 sc	The Welland Canal Tug Co., Ltd., Port Colborne, Ont.
116,248	Alert	Sault Ste. Marie	1903	Richard's Landing, Ont.	37	0	9	0	4	8	9	4	1 sc	A. F. Luelleman, Cutler, Ont.
*86,871	Alert	Sydney	1880	South Bristol, Me. U.S.A	98	3	19	1	7	4	105	63	10 sc	Hugh McDonald, Sydney, N.S.
117,011	Alert	Vancouver			33	5	10	3	4	2	12	8	1 sc	Robert Draney, Nanu Harbour, B.C.
107,529	Alert	Victoria	1899	New Denver, B.C.	31	5	6	7	3	0	3	2	— sc	Johnston & Carslake, Ltd., Long Lake, B.C.
107,515	Alert	"	1898	Linderman, B.C.	34	0	8	0	4	0	7	5	1 sc	John J. McKenna, Lake Bennett, B.C.
94,807	Alert	Victoria	1889	Victoria, B.C.	62	0	15	4	6	5	44	26	80 sc	, The Western Transport Co., Ltd., Nanaimo, B.C.
121,774	Alert	Winnipeg	1905	Selkirk, Man.,	55	0	12	0	5	5	28	19	8 sc	The Northern Fish Co., Ltd., Selkirk, Man.
107,748	Aletha	Kingston	1901	Kingston, Ont.	107	4	19	7	5	5	171	90	25 sc	Mrs. Aletha Roys, Kingston, Ont.
96,898	Alexander Fraser	Ottawa	1890	Pembroke, Ont.	140	0	41	0	7	5	320	174	23 pa	Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
112,153	Alexandra	Chatham, N.B	1902	Chatham, N.B	97	0	24	6	9	0	201	136	38 sc	Miramichi Steam Navigation Co., Chatham, N.B.
‡100,282	Alexandra	Lindsay	1891	Lakefield, Ont	76	0	18	0	6	0	105	71	50 sc	Jos. B. Parkin, M.O., Lindsay, Ont.
116,340	Alexandra	Ottawa	1903	Temiscamingue, Que.	148	0	45	4	8	1	417	280	96 pa	Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
†100,598	Alexandra	Sydney	1889	Sorel, Que	79	2	13	8	4	2	34	23	6 sc	David Rudderham, North Sydney, N.S.
107,380	Alexandra	Sydney	1902	Port Morien, N.S.	44	2	10	4	4	8	14	10	12 sc	Robt. Spencer, Port Morien, N.S.
112,291	Alexandra	Winnipeg	1902	Winnipeg, Man.	84	0	19	8	3	2	164	38	5 sc	The Pioneer Navigation & Sand Co., Ltd., Winnipeg, Man.
85,768	Alexandria	Picton, Ont.	1883	Montreal, Que.	173	7	30	6	8	4	863	508	50 pa	The Ontario & Quebec Navigation Co., Ltd., Picton, Ont.
88,528	Alfie	Hamilton	1887	Hamilton, Ont.	28	0	6	2	3	1	3	2	4 sc	M. B. Thomas, Dundas, Ont.
111,937	Alfred	Lindsay	1895	Lindsay, Ont.	48	5	19	0	4	6	89	61	35 pa	A. L. Davis, Peterboro', Ont.

* Foreign name "George J. Stevens." ‡ Formerly "Sunbeam." † Formerly "Richelieu."

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80,771	Alfred Wilson	Sarnia	1879	Port Franks, Ont.	45 0	12 7	3 5	33	22	8 sc.	D. Sutherland, Chatham, Ont.
122,578	Alfreda	Yarmouth	1907	Tusket Wedge, N.S.	44 0	12 3	6 0	15	10	6 sc.	Louis A. LeBlanc, M.O., Tusket Wedge, N.S.
16,6 7	Algoma	Kenora	1904	Fort Frances, Ont.	56 0	14 0	5 5	69	47	3 sc.	The Rat Portage Lumber Co., Ltd., Kenora, Ont.
111,763	Algoma	Kingston	1901	Kingston, Ont.	36 6	8 4	3 4	5	3	10 sc.	John H. Davis, Kingston, Ont.
111,803	Algoma	Sault Ste. Marie	1901	Toronto, Ont.	104 0	26 3	11 0	157	107	54 sc.	Robt. A. Lyon, Sault Ste. Marie, Ont.
95,051	Algonquin	Port Arthur	1888	Yoker, G.B.	245 0	40 1	20 6	1,806	1,172	150 sc.	The St. Lawrence & Chicago Steam Nav. Co., Ltd., Toronto, Ont.
122,076	Algonquin	Toronto	1906	Huntsville, Ont.	120 0	23 8	6 5	305	200	32 sc.	The Huntsville Lake of Bays & Lake Simcoe Navigation Co., Ltd., Huntsville, Ont.
103,236	Alice	Montreal	1894	Sorel, Que.	70 7	17 5	7 6	67	46	15 sc.	Sincennes McNaughton Line, Ltd., Montreal, Que.
116,610	Alice	Montreal	1902	Three Rivers, Que.	41 0	10 9	3 6	15	8	2 sc.	Théophile Lemyre, Grandes Piles, Que.
103,883	Alice	Ottawa	1896	Aylmer, Que.	31 0	8 3	3 0	3	2	3½ sc.	A. Whelan, Aylmer, Que.
111,862	Alice	"	1901	Kippewa, Que.	70 8	13 4	5 0	48	34	10 sc.	Patrick Kelly, Kippewa, Que.
122,260	Alice	Quebec	1907	Toronto, Ont.	125 5	25 8	10 8	403	239	54 sc.	The Minister of Agriculture, Ottawa, Ont.
107,723	Alice	Vancouver	1900	Vancouver, B.C.	66 8	12 6	4 2	35	24	2½ sc.	S. K. Champion, *et al.*, Vancouver, B.C.
117,001	Alice A	Vancouver	1895	Portland, Ore., U.S.A.	38 0	7 6	2 6	9	6	1 sc.	Martin Monk and Chas. Christianson, New Westminster, B.C.

80,909	Alice Brooks	Owen Sound	1882	Port Elgin, Ont	40 6	11 5	5 4	17	11	12 sc	Edward Brooks, Port Elgin, Ont.
107,169	Alice G	Collingwood	1902	Collingwood, Ont	60 0	12 0	6 3	36	25	5 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
122,292	Alice Mattes	Prince Albert	1907	Prince Albert, Sask	72 0	18 0	4 0	121	41	4 pa	Prince Albert Lumber Co., Ltd., Prince Albert, Sask.
116,659	Alice Maud	Yarmouth	1901	Shelburne, N.S.	65 0	14 3	6 6	45	30	16 sc	Thomas N. McGrath, Tusket, N.S.
59,223	Alida	Halifax	1861	Philadelphia, Pa., U.S.A.	79 4	18 0	6 2	61	30	50 sc	Ed. Brownell, Porter's Lake, N.S.
100,757	Aligator	Toronto	1893	Pine Lake, Ont	31 0	11 5	3 4	6	4	25 pa	F. Baker, Barrie, Ont.
122,321	Alkali	Vancouver	1904	Vancouver, B.C.	26 5	8 4	2 7	7	5	⅓ sc	John A. McMillan, North Vancouver, B.C.
116,722	Allan Sewell	St. John, N.B.	1904	Maugerville, N.B.	42 2	8 2	4 1	12	8	1 sc	A. H. Sewell, Gibson, N.B.
107,367	Allena May	T o	1897	Walker's Point, Ont.	47 5	7 6	3 1	16	11	2 sc	H. Walker and Chas. J. Smith, J.O., Walker's Point, Ont.
100,414	Allie	Ottawa	1890	Brockville, Ont.	40 0	8 0	3 0	11	8	15 sc	A. W. Jones and D. M. Jones, J.O., Ottawa, Ont.
112,274	Alma	Montreal	1903	Sorel, Que	54 7	12 3	6 0	43	29	3 sc	Chas. Marcoux, Berthier, Que.
116,599	Alma	"	1895	Derby, Vt., U.S.A.	29 7	8 6	3 6	6	4	1 sc	Charles J. Lorimer, Stanstead, Que.
100,369	Alma	Quebec	1891	Portneuf, Que	36 0	10 0	5 0	12	8	20 sc	A. Lemay, Portneuf, Que.
122,115	Alma C.	Midland	1906	Midland, Ont	60 0	8 2	3 2	19		6 sc	The Turner Lumber Co., Ltd., Toronto, Ont.
121,917	Alma V	Kenora	1906	Kenora, Ont.	68 0	13 5	3 5	56	38	2 sc	S. Villeneuve and L. Villeneuve, J.O., Kenora, Ont.
71,241	Almeda Covell	Toronto	1868	Buffalo, N.Y., U.S.A.	32 5	9 0	4 3	9	6	12 sc	Nathaniel Dickey and John Ginty, J. O., Toronto, Ont.
107,176	Almida	Port Arthur	1899	Port Arthur, Ont	30 0	10 0	3 7	8	4	1 sc	A. W. Nuttall, Port Arthur, Ont.
107,924	Alpha	New Westminster		Juneau, Alaska, U.S.A.	30 0	8 5	6 0	10	7	1 sc	Lewis McLachlan, White Horse, Y.T.
100,750	Alpha	Quebec	1898	Cheverie, N.S.	72 6	18 2	7 2	61	42	20 sc	Cie Maritime et Commerciale du Bas St. Laurent, Ltée., Anticosti, Que.
111,495	Alpha	Quebec	1900	Lévis, Que	47 5	12 2	4 9	20	7	12 sc	Minister of Marine and Fisheries, Ottawa, Ont.
122,047	Alpha	St. Andrews	1906	St. Andrews, N.B.	43 0	12 0	4 6	15	10	20 sc	Lanton C. Guptill, Grand Manan, N.B.
116,945	Alpha	Kenora	1902	Winnipeg, Man.	30 0	6 2	2 2	2	2	1 sc	Young Men's Christian Association, Winnipeg, Man.
122,603	Alpha	Kenora	1906	Hamilton, Ont	23 0	6 3	3 8	2	2	1 sc	John Alexander Johnston, Ignace, Ont.
116,602	Alphonse Racine	Montreal	1904	Sorel, Que.	79 2	18 6	10 1	121	69	42 sc	Harbour Commissioners, Montreal, Que.
116,790	Alta	Vancouver	1904	San Francisco, Cal., U.S.A.	32 0	7 7	2 8	9	6	3 sc	Britannia Copper Syndicate, Ltd., Vancouver, B.C.

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111,447	Alva	Ottawa	1901	Ottawa, Ont.	50 0	13 2	4 6	27	22	12 sc	Papineauville Lumber Co., Ltd., Papineauville, Que.
116,319	Alva W	Amherstburg	1908	Collingwood, Ont.	65 0	16 0	6 9	32	27	10 sc	Brayton G. Westcott and Freeman S. Wright, J. O., Leamington, Ont.
103,211	Amable du Fond	Ottawa	1894	Arnprior, Ont	41 6	16 4	3 3	17	11	20 pa	McLachlin Brothers, Ltd., Arnprior, Ont.
59,929	Amanda	Quebec	1868	Island of Orleans, Que	32 0	11 0	5 0	11	7	10 sc	Hyacinthe Beaulieu, Lévis, Que.
104,069	Amelia	Magdalen Islands	1894	Ayr, G.B.	145 0	22 8	9 9	357	103	70 sc	The Magdalen Islands Steamship Co., Ltd., Halifax, N.S.
121,844	Amenda	Toronto	1903	Ahmic Harbour, Ont.	36 0	7 5	3 2	6	4	½ sc	William Stewart, Dist. Muskoka, Ont.
100,662	America	Kingston	1895	Kingston, Ont	153 2	33 2	6 4	521	266	200 pa	The St. Lawrence River Steamboat Co., Ltd., Kingston, Ont.
*79,042	Amethyst	Halifax	1878	Stockton-on-Tees, G. B.	240 2	32 0	16 7	1357	872	123 sc	Rev. P. Fiset, and P. J. L. Fiset, Eastern Harbour, N.S.
†78,142	Amherst	Port Medway	1877	Preston, G. B.	113 0	18 5	10 5	138	94	60 sc	James R. Hyde, Montreal, Que.
100,400	Ampere	Hamilton	1894	Hamilton, Ont.	31 3	7 0	4 6	5	3	5 sc	Allen Marshall, Hamilton, Ont.
112,121	Amphitrite	Lunenburg	1903	Mahone Bay, N.S.	111 2	25 6	10 2	149	84	24 sc	Clarence A. Larder, New Ross, N.S.
98,073	Amur	Victoria	1890	Sunderland, G.B.	216 0	28 1	17 9	907	570	150 sc	Canadian Pacific Railway Co., Montreal, Que.
111,916	Amy	Toronto	1901	Cornwall, Ont.	55 2	15 7	7 2	40	27	10 sc	Randolph Macdonald, Toronto, Ont.
121,723	Amy	Vancouver	1906	Vancouver, B.C	40 5	10 4	5 0	25	17	4 sc	Philip Hiltz, Vancouver, B.C.

* Foreign name "Santiago de Cuba." † Formerly "Lady Glover."

112,182	Anchora	Toronto	1902	Kingston, Ont	42 0	7 8	3 1	6	3	5 sc.	Robt. J. McKee, Toronto, Ont.
117,031	Andrew J. Smith	Sault Ste. Marie	1893	Manitowoc, Wis., U.S.A.	117 0	23 6	8 6	387	209	52 sc.	F. M. Perry, Sault Ste. Marie, Ont.
92,308	Anderson	Collingwood	1888	Midland, Ont	42 0	11 0	5 6	16	11	12 sc.	James Wiarton, Clark, Ont.
‡100,626	Angler	Port Dover	1895	Buffalo, N.Y., U.S.A.	53 0	11 0	5 8	20	14	8 sc.	John S. Allan, Port Dover, Ont.
107,512	Anglian	Victoria	1898	Teslin Lake, B.C	85 0	20 6	4 5	161	114	5 pa.	British Yukon Navigation Co., Ltd., Vancouver, B.C.
..	Anglo-Saxon	Port Hope	1868	Port Perry, Ont	68 5	13 0	5 0	69	43		Ontario Bank, Toronto, Ont.
103,054	Anita	Halifax	1894	Tusket Wedge, N.S	55 9	12 9	6 4	27	12	10 sc.	John A. Neville, Halifax, N.S.
121,967	Anna M	Kingston	1906	Kingston, Ont	28 0	5 3	2 4	2	1	1⅓ sc.	John H. Davis, Kingston, Ont.
†96,877	Anna Siemon	Owen Sound	1888 1901	Port Franks, Ont Owen Sound "	41 0	10 0	4 0	19	13	10 sc.	F. J. Corbett and Richard Corbett, J.O., Owen Sound, Ont.
92,345	Anne Marie	Quebec	1886	Lake St. Joseph, Que	37 8	9 6	3 4	8	6	15 sc.	D. Gillies, Carleton Place, Ont.
116,238	Annie	Digby	1886	Camden, Me., U.S.A.	36 0	9 5	4 0	7	4	1 sc.	Sanford L. Dakin, Beaver Harbour, N.B.
100,222	Annie	Halifax	1892	Dartmouth, N.S	56 6	14 0	6 8	42	29	50 sc.	Peter Judge, *et al.*, Halifax, N.S.
103,431	Annie	Ottawa	1886	Carleton Place, Ont	25 4	6 4	2 0	1	1	2 sc.	E. A. Dunlop and J. Dunlop, jr., Pembroke, Ont.
122,503	Annie	Vancouver	1907	Vancouver, B.C	46 4	12 9	6 4	38	26	9 sc.	C. A. R. Pryce and Arthur R. Best, J.O., Vancouver, B.C.
107,747	Annie Barrett	Kingston	1901	Kingston, Ont	58 4	13 8	7 6	42	18	50 sc.	Mrs. Annie Pendergast, Kingston, Ont.
100,592	Annie C	Montreal	1889 1894	Newport, U.S.A Georgeville, Que	37 5	8 0	3 2	6	4	1 sc.	N. A. Beach, Georgeville, Que.
107,366	Annie C. Hill	Toronto	1890	Owen Sound, Ont	36 0	8 6	3 6	14	9	1 sc.	John Forsythe, Barrie, Ont.
71,140	Annie Craig	Port Dover	1879 1880	Port Burwell, Ont Port Dover "	78 0	16 6	5 3	80	48	30 sc.	Eugene O'Keefe, Toronto, Ont.
103,270	Annie Currier	St. John, N.B	1897	Oromocto, N.B	42 4	8 8	3 7	11	7	2 sc.	John W. Currier, Oromocto, N.B.
122,534	Annie F	Vancouver	1907	Steveston, B.C	30 8	9 0	3 3	12	8	1½ sc.	LePage Liquid Fish Glue, Oil & Fertilizer Co., Ltd., Vancouver, B.C.
83,158	Annie Lake	Belleville	1894	Belleville, Ont	64 1	9 8	3 5	19	13	12 sc.	J. C. Lake, Belleville, Ont.
103,885	Annie Laurie	Ottawa	1890	Sturgeon Falls, Ont	36 5	8 3	3 0	3	3	4 sc.	T. Reynolds and H. Dreany, North Bay, Ont.
107,165	Annie M	Collingwood	1900	Collingwood, Ont	56 0	12 0	6 3	33	22	2 sc.	Mrs. M. A. Clark, Collingwood, Ont.
107,173	Annie Mc	Port Arthur	1897	Port Arthur, Ont	33 0	7 8	2 4	13	11	5 sc.	Thomas McLeod, Port Arthur, Ont.

‡ Formerly "John A. Stabel." † Formerly "Daisy."

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96,851	Annie Moile..... s	Sarnia	1865	East Saginaw, Mich., U.S.A.	81 0	17 0	7 7	71	49	75 sc ..	The Boutelle Towing & Wreckgin Co., Ltd., Sarnia, Ont.
122,636	Anona.....	Kingston	1903	Kingston, Ont	32 3	6 2	2 6	5	3	2⅔ sc..	Albert W. Winnett, Kingston, Ont.
92,398	Antelope.....	Kingston.....	1889	Kingston, Ont.....	60 5	11 5	4 8	20	11	15 sc ..	George A. Davis, Smith's Falls, Ont.
92,532	Antelope.....	Montreal..... ..	1887	Montreal, Que....	82 4	18 4	7 2	83	57	13 sc ..	Dickson Anderson, Montreal, Que.
107,153	Antic	Vancouver	1894	Seattle, Wash., U.S.A..	30 8	7 0	3 0	4	3	1 sc ..	R. H. Gardner, Vancouver, B.C.
96,969	Anticosti...	Halifax	1891	Sable River, N.S	54 0	13 6	5 6	19	16	9 sc .	Mrs. Rosanna Neville, Halifax, N.S.
116,994	Anticosti.....	Ottawa.....	1904	Toronto, Ont.	121 3	24 7	19 0	396	269	17 sc ..	The Minister of Marine and Fisheries, Ottawa, Ont.
122,030	Anticosti II... .	Liverpool.....	1907	Liverpool, N.S.....	59 4	13 5	5 8	35	21	8 sc..	Mrs. Rosanna Neville, Halifax, N.S.
100,394	Arabian	Hamilton.....	1892	Hamilton, Ont	178 6	31 0	13 6	1,073	770	400 sc ..	J. B. Fairgrieve, Hamilton, Ont.
92,642	Arbutus.....	Owen Sound.....	1887	Wallaceburg, Ont... ..	63 0	14 8	7 0	49	34	4 sc ..	Owen Sound Tug, Lighter & Barge Line, Owen Sound, Ont.
85,555	Arcadia	Pictou, N.S.	1884	Yarmouth, N.S.....	68 0	16 7	6 4	62	42	30 sc ..	Fred. Magee, Port Elgin, N.B.
103,912	Archer.....	Victoria..	1897	Arrowhead, B.C.	49 5	13 0	4 0	15	10	3 sc .	The Fred. Robinson Lumber Co., Ltd., Revelstoke, B.C.
117,196	Archibald.....	Kenora..... ..	1904	Gold Rock, Ont.....	46 0	10 0	5 5	20	14	2 sc ..	Mike Noonan, Gold Rock, Ont.
122,512	Archie.	Vancouver.....	1907	Vancouver, B.C.....	36 0	10 3	3 6	17	11	2⅔ sc..	William J. Bruce, Vancouver, B.C.

107,823	Archie	Victoria	1900	Victoria, B.C.	27 0	7 4	3 8	4	3	3 sc.	Thomas E. Wood, Victoria, B.C.
96,718	Archie Stewart	Ottawa	1890	Ottawa, Ont	81 5	18 8	7 3	80	50	75 sc.	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
*116,992	Arctic	Ottawa	1901	Kiel, Germany	165 4	37 2	20 2	762	518	44 sc.	The Minister of Marine and Fisheries, Ottawa, Ont.
94,930	Arctic	Picton, Ont	1893	Grindstone Island, N.Y. U.S.A.	96 3	19 3	7 0	101	83	5 sc.	The Rathbun Co., Deseronto, Ont.
107,825	Argenta	Victoria	1900	Kaslo, B.C	92 2	20 3	4 2	206	130	4 pa.	A. H. MacNeill, Rossland, B.C.
116,953	Argo	Sarnia	1906	Wallaceburg, Ont.	50 4	11 6	4 8	20	13	2 sc.	David Foster, Port Coldwell, Ont.
103,696	Argo	Sault Ste. Marie	1895	Owen Sound, Ont.	27 0	10 0	4 0	7	4	— sc.	Catherine Bell, Owen Sound, Ont.
92,722	Argosy	Toronto	1883	Toronto, Ont.	21 5	5 3	2 5	1	1	1 sc.	John E. Thompson, Toronto, Ont.
‡85,489	Argus	Ottawa	1884	Lockeport, N.S.	55 0	13 0	6 1	27	19	50 sc.	The Minister of Customs, Ottawa Ont.
94,926	Argyle	Picton, Ont	1899	Picton, Ont	185 1	26 0	9 7	700	374	274 pa.	Lake Ontario Navigation Co., Ltd. Picton, Ont.
107,220	Argyle	Kenora	1900	Keewatin, Ont	59 5	16 0	5 4	78	53	11 sc.	James Fraser, Keewatin, Ont.
96,859	Argyle	Sarnia	1891	Buffalo, N.Y., U.S.A.	68 0	15 3	7 0	41	28	30 sc.	Sarnia Bay Towing & Salvage Co. Ltd., Sarnia, Ont.
116,454	Ariadne	Vancouver	1903	Vancouver, B.C.	34 9	8 7	3 9	14	9	3 sc.	James W. Hall, Vancouver, B.C.
85,708	Ariadne	Wallaceburg	1885	Wallaceburg, Ont	63 0	13 6	5 2	38	26	7 sc.	Asa Ribble, Dresden, Ont.
103,234	Ariel	Montreal	1890	Lachine, Que.	56 5	8 2	2 8	11	7	2 sc.	B. J. Kaine, St. Alphonse de Chicoutimi, Que.
111,570	Ariel	Toronto	1900	Harrison, N.J., U.S.A.	25 0	6 2	2 8	3	2	5 sc.	John H. Mason, Toronto, Ont.
121,673	Ariel	Vancouver	1905	Vancouver, B.C.	40 0	8 2	3 6	12	8	2 sc.	George E. Bower, Vancouver, B.C.
71,263	Arlington	Toronto	1878	Harwood, Ont.	61 0	13 0	4 0	23	16	25 sc.	The Toronto Ferry Co., Ltd., Toronto, Ont.
71,209	Armenia	Deseronto	1876	Picton, Ont	100 0	18 0	7 0	110	85	50 sc.	The Rathbun Co., Deseronto, Ont.
74,388	Armenia	Kingston	1873	Chatham, Ont	176 2	25 0	11 5	467	318	150 sc.	Adolf Lomer, Montreal, Que.
122,537	Armoco	Vancouver	1907	Vancouver, B.C.	56 5	14 5	7 2	46	32	10½ sc.	William H. Armstrong, Vancouver, B.C.
121,850	Armour	Toronto	1906	Burk's Falls, Ont	87 5	17 5	6 2	191	115	16 sc.	A. A. Agar, Burk's Falls, Ont.
†122,352	Arrah Wanna	Kingston	1880 1899	Pamrapo, N.J., U.S.A. Alex'ia Bay, N.Y., "	54 8	9 4	2 7	20	16	1 sc.	Peter Cavanagh, Perth, Ont.
74,088	Arrow	Halifax	1876	Halifax, N.S.	42 5	9 4	5 0	10	8	10 sc.	Roderick Macdonald, Halifax, N.S.
122,602	Arrow	Kenora	1907	Kenora, Ont.	24 0	6 0	3 0	3	2	1⅓ sc.	J. W. Stone Boat Manufacturing Co., Ltd., Kenora, Ont.

*Foreign name "Gauss." ‡Formerly "Mabel Freeman." †Formerly "Genl. Wm. B. Franklin."

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116,832	Arrow	Kingston	1901	Kingston, Ont	35 1	7 2	2 8	4	3	½ sc	The Minister of Marine and Fisheries, Ottawa, Ont.
100,689	Arrow	New Westminster	1893	Revelstoke, B.C	36 6	9 4	3 1	5	3	2 sc	C. W. Vanderberg, Nakusp, B.C.
122,160	Arrow	Vancouver	1906	Vancouver, B.C	15 5	5 0	2 0	1	1	½ sc	William H. Archer, Vancouver, B.C.
112,071	Arthemise	Peterborough	1902	Peterborough, Ont	34 0	7 8	2 9	11	9	7 sc	N. T. Laplante, Peterborough, Ont.
103,582	Arthur	Chatham, N.B	1895	Chatham, N.B	40 0	8 3	4 8	5	3	3 sc	J. P. M. Ruddock, Chatham, N.B.
103,098	Arthur	Montreal	1890	Sorel, Que	90 3	19 4	4 8	78	36	17 pa	Tourville Lumber Mills Co., Montreal, Que.
103,367	Arthur	Quebec	1895	Roberval, Que	43 5	10 6	3 8	15	12	6 sc	Joseph Levesque, Roberval, Que.
116,843	Arthur Mac	Owen Sound	1904	Owen Sound, Ont	70 0	15 4	6 0	68	46	11 sc	Wm. A. Thomson, Dyers Bay, Ont.
100,667	Aryan	Kingston	1895	Kingston, Ont	30 4	6 1	2 5	2	2	10 sc	M. R. Davis, Kingston, Ont.
122,155	Asahe	Vancouver, B.C.	1906	Vancouver, B.C	32 4	10 3	4 0	12	8	1 sc	Takido Nakata, Vancouver, B.C., and Kitaro Asari, Eburne, B.C.
126,321	Asawalgit	Vancouver	1908	Port Simpson, B. C.	32 3	9 2	3 3	16	11	1 sc	Fred. G. Dudoward, Port Simpson, B. C.
125,984	Assiniboia	Montreal	1907	Govan, G.B	336 5	43 8	23 6	3,880	2,486	298 sc	Canadian Pacific Railway Co., Montreal, Que.
85,764	Athabaska	Montreal	1883	Kelvinhaugh, G.B	262 8	38 2	23 3	2,269	1,545	300 sc	Canadian Pacific Railway Co., Montreal, Que.
116,944	Athendune	Kenora	1904	Kenora, Ont	33 0	7 0	3 2	4	3	2 sc	James H. Ashdown, Winnipeg, Man.

*107,833	Athens	Victoria	1901	Victoria, B.C.	42 0	15 3	6 8	23	8	1 sc.	John Robertson, Victoria, B.C.
122,143	Atlantic	Lunenburg	1906	Shelburne, N.S.	92 0	18 0	8 0	98	67	16 sc.	The Atlantic Fish Companies, Ltd., Lunenburg, N.S.
92,743	Atlas	Sackville	1890	Port Elgin, N.B	46 0	12 4	4 8	16	11	30 sc.	Prescott Lumber Co., New Mills, N.B.
121,731	Atlintoo	Vancouver	1906	Vancouver, B.C	36 1	9 0	4 5	17	12	3 sc.	John F. Decks, Vancouver, B.C.
116,924	Atomic	Victoria	1886	Birmingham, G.B	28 0	7 7	3 0	3	2	1 sc.	Victoria Chemical Co., Ltd., Victoria, B.C.
122,411	Audrey C.	Midland	1907	Midland, Ont.	71 8	16 0	8 1	87	59	16 sc.	Manley Chew, Midland, Ont.
85,419	Augusta	St. Catharines	1883	Port Robinson, Ont	66 0	16 0	6 4	57	31	20 sc.	Daniel McGrath, Port Dalhousie, Ont.
66,063	Aurelia	Montreal	1869 1903	Buffalo, N.Y., U.S. Montreal, Que.	56 4	14 2	7 8	34	23	9 sc.	Robert Weddell, Trenton, Ont.
121,860	Aurora	Lunenburg	1906	Lunenburg, N.S	36 2	10 8	5 0	10	10	4 sc.	John T. Stewart, M.O., West Point, P.E.I.
53,887	Aurora	Quebec	1866	Point Lévis, Que.	107 8	21 0	7 1	125	79	24 pa.	Jos. Blondin, Lachine, Que.
107,918	Aurora	St. Andrews	1893	Brooklyn, N.Y., U.S.A.	114 8	26 6	10 9	361	183	32 sc.	The Grand Manan Steamboat Co., Ltd., Grand Manan, N.B.
107,525	Australian	Victoria	1899	Lake Bennett, B.C	115 0	24 8	4 0	422	308	7 pa.	British Yukon Navigation Co., Ltd, Vancouver, B.C.
121,969	Auto Go.	Kingston	1906	Kingston, Ont.	22 8	4 1	1 8	1	1	2 sc.	John H. Davis, Kingston, Ont.
103,156	Autolycus	Vancouver	1895	Vancouver, B.C.	53 1	10 0	5 5	25	17	9 sc.	Jas. A. McNair, Vancouver, B.C.
94,724	Avon	Windsor, N.S.	1888	Hantsport, N.S.	78 6	15 6	10 0	65	41	6 sc.	The Summerville Tow Boat & Ferry Co., Ltd., Summerville, N.S.
122,347	Awahwanna 2nd	Toronto	1908	Gravenhurst, Ont.	44 0	12 3	4 5	50	41	1 sc.	Frederick Mills, Beaumaris P. O. Muskoka, Ont.
121,736	Ayacanora	Vancouver	1906	Vancouver, B.C.	30 8	6 5	2 3	3	2	2 sc.	Thomas G. Moody, Vancouver, B.C.
126,082	B. C. P.	Vancouver	1908	Vancouver, B. C.	80 5	18 0	7 8	121	83	22 sc.	The Packers Steamship Co., Ltd. Vancouver, B. C.
107,597	B. M. Fraser	Owen Sound	1900	Owen Sound, Ont.	69 0	17 0	7 8	50	34	10 sc.	T. C. Sims, Little Current, Ont.
122,548	Babine	Vancouver	1908	Vancouver, B. C.	47 7	10 0	5 6	24	16	5 sc.	Cecil A. Whitaker, Sechelt, B. C.
107,715	Bailey	Vancouver	1899	Lake Bennett, B.C.	110 0	21 7	5 0	193	132	5 pa.	British Yukon Navigation Co., Ltd., Vancouver, B.C.
100,306	Balize	Windsor, Ont	1863	Cleveland, O., U.S.A	132 0	20 0	12 0	247	168	18 sc.	John Charlton, Lynedock, Ont.
107,209	Balmoral	Winnipeg	1899	Kenora, Ont.	53 5	10 0	3 6	37	23	2 sc.	L. Bellefeuille, Kenora, Ont.

* Formerly a sailing vessel.

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111,934	Bancroft	Lindsay	1903	Lindsay, Ont	37 5	8 5	3 0	10	7	7 pa..	R.C. Carter, M.O., Deseronto, Ont.
111,939	Baptiste	"	1902	"	37 4	6 7	3 0	8	5	6 pa..	" "
111,825	Barbara	Vancouver	1901	Vancouver, B.C.	32 0	11 7	4 8	15	10	3 sc .	Geo. C. McDonald, Vancouver, B.C.
122,373	Barnet	Vancouver	1907	Barnet, B.C	36 8	8 7	4 5	12	8	2 sc..	Gilbert A. Ward and Albert E. Burnett, Barnet, B.C.
103,634	Baskatong	Ottawa	1895	Baskatong, Que	36 5	16 0	3 4	13	8	20 pa..	John Gilmour, Ottawa, Ont.
*96,049	Bayfield	Ottawa	1889	Meadowside, G.B	140 0	24 1	11 3	276	86	160 sc..	Minister of Marine and Fisheries, Ottawa, Ont.
121,807	Bear River	Digby	1905	Shelburne, N.S.	90 0	20 0	8 4	104	71	16 sc..	John E. Woodworth, Bear River, N.S.
122,499	Beat The Wind	Chatham, N.B.	1908	Bay du Vin, N.B.	37 0	10 8	4 9	12	10	½ sc..	Thomas B. Williston, Bay du Vin, N.B.
†71,118	Beatrice	Collingwood	1877	Collingwood, Ont	63 0	12 3	5 6	31	21	25 sc..	Wm. J. Keays, M.O., Sarnia, Ont.
95,326	Beatrice	Pictou, N.S.	1889	Stockton on Tees, G.B.	208 0	29 1	13 4	712	353	99 sc..	John Yorston and James Yorston, J.O., Pictou, N.S.
100,865	Beatrice	Quebec	1893	Three Rivers, Que	64 5	13 9	5 2	40	27	12 pa..	A. Baptiste, Three Rivers, Que.
107,949	Beatrice	St. Catharines	1900	Dunnville, Ont	35 8	6 6	5 0	7	5	5 sc..	Daniel Dashwood, Dunnville, Ont.
122,374	Beatrice	Vancouver	1907	Vancouver, B.C.	44 8	11 8	5 6	26	18	5 sc..	Henry O. Bell-Irving, Vancouver, B.C.
100,194	Beatrice	Victoria	1891	Vancouver, B.C.	64 5	19 6	8 0	77	37	22 sc..	Albert Berquist, Sydney, B.C.

*Formerly "dS †ley." Formerly "Sanford Davis."

03,886	Beatrice B	Ottawa	1897	Ottawa, Ont	61 8	16 5	7 0	59	43		T. G. Brigham, Ottawa, Ont.
107,167	Beatrice M.	Port Arthur	1902	Collingwood, Ont	60 0	12 0	6 3	36	25	4 sc	John Bowman, Rossport, Ont.
‡33,476	Beauharnois	Ottawa	1845	Montreal, Que	130 5	18 3	7 1	167	87	20 pa	Jos. A. A. Desrochers, Beauharnois, Que.
124,160	Beaumont	Midland	1907	Kirkintilloch, G.B	69 0	16 6	8 5	58		60 sc	John Stewart and Walter Fulton, Glasgow, G.B.
**	Beaupré	Montreal	1868	Montreal, Que	262 0	33 3	9 2	2,068	1,070	—pa	The Richelieu & Ontario Nav. Co., Montreal, Que.
83,157	Beaver	Belleville	1892	Belleville, Ont	64 3	15 3	7 3	41	24	40 sc	Frank Gilbert, Montr
100,408	Beaver	Hamilton	1896	Kingston, Ont	32 0	6 0	3 0	3	2	5 sc	Edward Porter, Hamilton, Ont.
107,464	Beaver	Lindsay	1897	Lindsay, Ont	78 0	14 5	4 5	92	58	7 pa	John Carew, Lindsay, Ont.
100,428	Beaver	Ottawa	1893	Simcoe, Ont	36 0	16 0	3 2	13	6	20 pa	A. Lumsden, Ottawa, Ont.
117,109	Beaver	Ottawa	1901	Kingston, Ont	36 0	9 0	3 0	2	2	⅝ sc	The O'Connor Steamboat & Hotel Co., Ltd., Toronto, Ont.
122,479	Beaver	Ottawa	1907	Simcoe, Ont	49 6	18 3	3 3	31	14	2 pa	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
83,416	Beaver	Peterboro'	1883 1908	Gore's Landing, Ont Lakefield, Ont	78 4	13 1	4 9	34	23	3 sc	The Peterboro' Fuel & Cartage Co., Ltd., Peterboro', Ont.
107,691	Beaver	Toronto	1899	Midland, Ont	54 0	11 0	5 2	29	12	8 sc	George Chew and Thos. Chew, J.O., Midland, Ont.
100,678	Beaver	Vancouver	1892	New Westminster, B.C.	26 0	6 8	3 0	3	2	6 sc	London & Pacific Gold Fields Co., Ltd., London, Eng.
117,119	Beaver	"	1905	Vancouver, B.C.	46 5	11 0	4 5	20	14	4 sc	A. M. Edwards, Vancouver, B.C.
122,367	Beaver	Vancouver	1892	Ballard, Wash, U.S.A.	51 4	13 7	5 7	38	26	16 sc	Jordan River Lumber Co., Ltd., Victoria, B.C.
107,096	Beaver	Victoria	1898	Victoria, B.C.	140 0	28 0	5 1	545	341	13 pa	Canadian Pacific Railway Co., Montreal, Que.
100,748	Beaver	Windsor, N.S.	1897	Canning, N.S.	80 0	21 0	7 4	85	43	8 sc	The Gloucester Navigation Co., Ltd., Caraquet, N.B.
126,035	Bedeque	Liverpool	1908	Liverpool, N.S.	62 6	14 9	7 4	59	34	13 sc	Henry A. Rhynard, *et al.*, Pictou, N.S.
* 111,986	Belcarra	Vancouver	1902	Vancouver, B.C.	89 2	20 0	8 0	253	172	20 sc	Terminal Steam Navigation Co., Ltd., Vancouver, B.C.
115,782	Belfast	Vancouver	1904	Vancouver, B.C.	91 3	18 0	7 0	105	72	15 sc	Thomas G. McBride, Vancouver, B.C.
80,719	Bella	Paspebiac	1900	Cross Point, Que	52 6	22 1	5 0	43	29	5 pa	J. L. MacDonald, Cross Point, Que.
94,802	Bella	Victoria	1888	Victoria, B.C.	34 5	8 1	3 8	8	6	1 sc	John Clayton, Bella Bella, B.C.
83,415	Bella Fair	Port Hope	1881	Bobcaygeon, Ont	50 0	7 0	4 0	7	5	9 sc	W. D. Kelley, Bridgenorth, Ont.
111,770	Bella Vister	Kingston	1902	Kingston, Ont	46 5	8 0	3 1	8	6	5 sc	John H. Wilmott, Beaumaris, Ont.

‡ Formerly "Richelieu." ** Formerly "Montreal." * Formerly "Unican."

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116,335	Belle	Ottawa	1903	Carleton Place, Ont.	29 0	6 6	3 0	3	3	6 sc	Abner Nichols, Carleton Place, Ont.
71,184	Belle	Owen Sound	1876	Meaford, Ont.	37 0	9 5	4 0	7	5	8 sc	William Pilgrim, Meaford, Ont.
97,103	Belle	Port Burwell	1896	Port Burwell, Ont.	44 0	11 5	5 0	16	8	6 sc	G. A. Brown, Port Burwell, Ont.
85,746	Belle	Quebec	1883	Quebec, Que.	68 3	16 0	6 6	51	35	140 sc	William Price, Quebec, Que.
117,013	Belle	Vancouver	1905	Vancouver, B.C.	84 5	18 7	8 0	91	64	16 sc	British Columbia Mills, Timber & Trading Co., Vancouver, B.C.
121,752	Belle	Vancouver	1906	Vancouver, B.C.	31 6	8 3	3 2	11	7	3 sc	C. A. McKinnon and W. T. Norton, Vancouver, B.C.
100,624	Belle (The)	Port Dover	1899	Port Dover, Ont.	66 5	13 1	6 5	31	18	13 sc	Alexander Kennedy, Meaford, Ont.
90,817	Belle Amelia	Port Hope	1883	Cobourg, Ont.	39 0	8 0	3 2	4	3	8 sc	G. W. Dench, Trenton, Ont.
103,237	Belle Drummond	Montreal	1894	Montreal, Que.	56 0	12 0	5 4	30	20	3 sc	Mrs. Arabella D. Drummond, Radnor Forges, Que.
122,017	Belle of Temagami	Ottawa	1906	Temagami, Ont.	100 0	22 6	6 2	169	102	16 sc	The O'Connor Steamboat & Hotel Co. Ltd., Toronto, Ont.
111,576	Belletta	Toronto	1901	St. Joseph, Mich., U.S.A.	21 0	5 0	2 0	2	1	1 sc	Alfred G. Peasey, Toronto, Ont.
* 122,070	Belleville	Montreal	1865 / 1905	Montreal, Que. / Kingston, Ont.	200 8	28 9	11 0	1,233	607	58 pa	Richelieu & Ontario Navigation Co., Montreal, Que.
126,262	Bellwood	Toronto	1908	Bellwood's Siding, Ont.	44 0	11 6	5 8	23	13	1 sc	Charles Mickle, Gravenhurst, Ont.
116,730	Ben Hur	St. John, N.B	1903	St. John, N.B	44 8	8 3	3 5	14	9	1½ sc	H. J. Fleming, M.O., St. John N.B.

* Formerly 'Spartan.'

111,532	Bermuda	Vancouver	1900	Vancouver, B.C.	77 4	17 9	7 0	72	49	16 sc	A. R. Bissett, *et al.*, Vancouver, B.C.
111,806	Berry	Sault Ste. Marie	1902	Providence Bay, Ont.	62 0	15 0	7 6	57	27	— sc	Sylvester Berry, Providence Bay, Ont.
96,913	Bertha	Kingston	1891	Kingston, Ont.	51 4	10 0	3 1	18	12	10 sc	F. Montgomery, Parry Sound, Ont.
112,014	Bertha	Port Arthur	1901	Rossport, Ont.	35 0	10 0	3 0	11	7	1 sc	Frank Dompier, Rossport, Ont.
111,828	Bertha	Vancouver	1901	Vancouver, B.C.	35 0	10 2	4 5	11	8	1 sc	J. P. Roberts, Vancouver, B.C.
71,229	Bertha Endress	Sault Ste. Marie	1876	Two Rivers, Wis., U.S.A.	42 0	11 0	5 0	32	2	.....	H. A. Duncan, Sault Ste. Marie, Ont.
94,720	Bertha L. Cockell	Port Stanley	1884	Pentwater, Mich., U.S.A.	65 8	13 2	5 7	24	16	6 sc	Frank Jackman, Toronto, Ont.
90,578	Bertha May	Toronto	1886	Gravenhurst, Ont.	43 5	11 0	4 5	20	14	3 sc	Harper Walker, Walker's Point, Muskoka, Ont.
.....	Berthier	Montreal	1870	Sorel, Que.	184 2	28 1	8 6	934	139	— pa	The Richelieu & Ontario Nav. Co., Montreal, Que.
71,079	Bertie E	Amherstburg	1891	Wyandotte, Mich., U.S.A	29 0	7 0	4 0	8	5	12 sc	F. S. Wright, Leamington, Ont.
107,391	Beryl Essie	Sackville	1898	Tidnish, N.S.	42 2	14 0	6 1	24	17	20 sc	G. A. Chappell, Tidnish Bridge, N.S.
92,401	Bessie	Chatham, N.B.	1886	Newcastle, N.B.	35 0	7 5	4 0	5	4	8 sc	Timothy W. Crocker, Newcastle, N.B.
111,589	Bessie	Peterborough	1901	Racine, Wis., U.S.A.	18 3	4 3	2 3	1	1	3 sc	James R. Dodsworth, Lakefield, Ont.
100,697	Bessie	Picton, N.S.	1896	Picton, N.S.	35 4	8 2	4 0	10	6	6 sc	Newcomb N. Bentley, Wolfville, N.S.
94,840	Bessie Ardella	St. Andrews	1891	West Isles, N.B.	51 5	11 7	4 6	17	12	10 sc	G. C. Pendleton, West Isles, N.B.
116,982	Bessie B	Kenora	1904	Tp. of Splon, Ont.	60 0	13 0	5 0	53	36	2 sc	Jos. E. Budreau, Rainy River, Ont.
122,564	Bessie Butler	Peterboro	1907	Peterboro, Ont.	78 0	17 6	7 5	77	52	20 sc	The Minister of Railways and Canals, Ottawa, Ont.
121,272	Bessie Dollar	Victoria	1905	Port Glasgow, G.B	369 7	50 0	26 7	4,329	2,798	241 sc	M. S. Dollar Co., Ltd., Victoria, B.C.
122,348	Bessie F	Toronto	1907	Gravenhurst, Ont.	26 0	6 1	2 5	3	2	⅔ sc	Herbert Ditchburn, Gravenhurst, Ont.
117,087	Bessie M	Collingwood	1907	Collingwood, Ont.	69 6	15 0	6 5	44	30	13½ sc	James P. McDonald, Blind River, Ont.
77,846	Bessie & Harry	Halifax	1880	Halifax, N.S.	46 0	12 8	6 2	22	13	25 sc	Peter Judge, *et al.*, Halifax, N.S.
122,604	Beta	Kenora	1906	Hamilton, Ont.	23 0	6 3	3 8	2	2	1 sc	John A. Johnston, Ignace, Ont.
121,746	Beth	Vancouver	1905	Vancouver, B.C	25 0	6 0	2 7	2	2	½ sc	Robert P. McLennan, Vancouver, B.C.
†121,784	Bickerdike	Ottawa	1873	Buffalo, N.Y., U.S.A.	233 0	34 5	14 2	1,515	864	124 sc	The Montreal & Great Lakes Steamships Co., Ltd., Ottawa, Ont.
73,034	Bienvenu	Quebec	1875	Pointe aux Trembles, Que	144 0	25 0	8 0	648	373	50 pa	Zéphirin Arpin, Lanoraie, Que.

† Formerly 'Arabia.'

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103,851	Bijou	Halifax	1895	Pictou, N.S.	25 0	5 5	2 3	2	1	3 sc	Col. H. B. Kingscote, Halifax, N.S.
116,833	Bill	Kingston	1900	Gananoque, Ont	21 6	6 2	2 0	2	1	½ sc	Manley Cross, Gananoque, Ont.
‡ 59,954	Bird	Quebec	1870 1900	Levis, Que Quebec, Que	132 5	21 9	9 2	280	177	60 pa	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.
92,665	Birdie Jones	Ottawa	1885	Hull, Que	28 3	5 4	2 7	2	2	2 sc	A. W. Jones, Ottawa, Ont.
64,608	Bismarck	St. John, N.B.	1872	St. Mary's, N.B	65 3	12 0	4 0	49	10	16 pa	Archibald Fitz Randolph, Fredericton, N.B.
111,608	Blair of Athol	New Westminster	1900	Atlin, B.C.	54 0	9 0	4 5	11	7	1 sc	The Northern Lumber Co., Ltd., Atlin, B.C.
117,107	Blanche	Ottawa	1904	New Liskeard, Ont.	66 0	11 6	5 6	30	18	4 sc	F. W. Hendry and F. S. Buckenden, J.O., New Liskeard, Ont.
97,124	Blandford	Quebec	1890	Quebec, Que	67 3	14 3	4 6	65	27	40 pa	Nazaire Letendre, Sorel, Que.
121,936	Blitz	Halifax	1905	Dartmouth, N.S.	28 5	4 6	3 0	3	2	½ sc	A. Robie Cogswell, Halifax, N.S.
96,989	Blonde	Vancouver	1891	New Westminster, B.C.	56 0	12 2	5 6	33	23	7 sc	Lamb-Watson Lumber Co., Ltd., Winnipeg, Man.
121,849	Blue Bell	Toronto	1906	Toronto, Ont.	150 0	30 0	7 2	752	451	48 pa	The Toronto Ferry Co., Ltd., Toronto, Ont.
97,033	Blue Hill	Halifax	1887	E. Boston, Mass., U.S.A.	135 0	18 0	7 0	196	98	38 sc	Victoria Steamship Co., Ltd., Baddeck, N.S.
122,263	Blue Peter III	Montreal	1906	West Mystic, Conn., U.S.A.	35 4	6 8	3 3	5	5	2 sc	Francis R. Redpath, Montreal, Que.
80,960	Bluebell	Picton, Ont.	1888	Kingston, Ont.	48 5	8 9	3 6	12	8	5 sc	Hiram A. Calvin, Garden Island, Ont.

‡ Formerly 'Anglesea.'

126,035	Boaz	Vancouver	1908	Vancouver, B.C.	31 0	8 2	4 4	9	6	2 sc	William Mason, Nanaimo, B. C.
122,563	Bob Hall	Peterboro	1907	Peterboro, Ont.	49 0	12 6	6 0	27	19	16 sc	The Minister of Railways and Canals, Ottawa, Ont.
107,599	Bobs	Owen Sound	1900	Toronto, Ont.	66 0	10 5	5 0	38	26	6 sc	The Temagami Navigation Co., Ltd. Toronto, Ont.
111,887	Bobs	Peterborough	1904	Peterborough, Ont	28 5	9 0	3 7	11	8	½ sc	James L. Rogers, Peterborough, Ont.
111,506	Bobs	St. John, N.B	1900	St. Joseph, Mich., U.S.A.	15 2	4 8	1 8	1	1	— sc	Wm. Walker, Fredericton, N.B.
111,563	Bobs	Toronto	1900	Toronto, Ont.	36 0	9 0	4 0	9	6	3 sc	George Gooderham, Toronto, Ont.
111,542	Bobs	Vancouver	1901	Vancouver, B.C.	36 0	8 0	2 0	4	3	1 pa.	Miss Lucy Fader, Vancouver, B.C.
122,331	Bobs	Vancouver	1905	Vancouver, B.C.	24 0	6 6	3 0	6	4	$\frac{3}{10}$ sc	Walter Pinnock, Vancouver, B.C.
**122,436	Bon Ami	Sault Ste Marie	1902	Manitowoc, Wis., U.S.A	105 0	24 5	8 0	245	142	24 sc	St. Joe Island & Sault Line Ltd., Sault Ste. Marie, Ont.
* 72,666	Bonanza	Vancouver	1875	Victoria, B.C.	92 0	26 0	6 3	109	74	5 sc	S. K. Champion, Vancouver, B.C.
† 107,851	Bonanza King	Dawson	1898	Dutch Harbour, Alaska, U.S.A.	140 3	31 3	5 8	466	260	77 pa.	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
87,966	Bonavista	Montreal	1884	Newcastle-on-Tyne, G.B.	240 4	33 5	18 3	1,306	837	160 sc	Dominion Coal Co., Ltd., Montreal, Que.
100,425	Bonnechère	Ottawa	1893	Simcoe, Ont.	35 0	16 0	3 0	13	6	20 sc	H. F. McLachlin and Claude McLachlin, J. O., Arnprior, Ont.
122,449	Bonsell	St. John, N.B.	1908	Shelburne, N.S.	35 9	7 6	3 0	6	4	1 sc	George E. C. Gandy and Harold A. Allison, St. John, N.B.
103,945	Borrioboola-Gha	Chatham, N.B	1899	Dalhousie, N.B.	106 0	19 0	6 8	96	60	30 pa.	Wm. E. Starratt, St. John, N.B.
121,724	Boss	New Westminster	1896	Nanaimo, B.C.	38 5	11 0	5 1	17	12	1 sc	Tsurmuatsu Nakanishi, Vancouver, B.C.
98,585	Boston	Yarmouth	1890	Linthouse, Glasgow, G.B.	245 0	36 1	20 0	1,695	734	550 sc	Dominion Atlantic Ry. Co., London, Eng.
‡ 100,661	Bothnia	Kingston	1895	Garden Island, Ont.	178 1	37 8	12 3	833	478	200 sc	Montreal Transportation Co., Ltd., Montreal, Que.
122,224	Botrel	Montreal	1903	Three Rivers, Que	50 6	9 7	2 9	18	12	2 sc	J. N. Godin, Three Rivers, Que.
‖ 90,546	Boucherville	Montreal	1886	Sorel, Que	178 9	26 3	9 2	419	256	85 pa.	Richelieu & Ontario Navigation Co., Montreal, Que.
100,370	Bourgeois	Quebec	1892	Three Rivers, Que.	108 0	20 0	5 8	94	59	20 pa.	The Corporation of the City of Three Rivers, Que.
116,597	Bout de Lile	Montreal	1904	Bout de Lile, Que.	61 0	14 2	2 3	15	10	2 pa.	Alex. Chatelain, L'Orignal, Ont.
88,527	Brace	Hamilton	1884	Hamilton, Ont.	21 0	5 4	2 0	9	6	1 sc	Joseph Brace, Hamilton, Ont.
107,788	Brant	Ottawa	1899	Charlottetown, P.E.I.	100 4	19 1	8 5	142	58	33 sc	Minister of Marine and Fisheries, Ottawa, Ont.
122,256	Brant	Quebec	1905	New York, N.Y., U.S.A.	31 4	8 0	3 4	6	5	11 sc	Joseph K. Boswell, Quebec, Que.

**Foreign name "Mariposa." * Formerly a sailing vessel. † Formerly "Governor Pingree." ‡ Formerly "Jack." ‖ Formerly "Hochelaga."

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116,875	Brant	St. Catharines	1906	Pt. Robinson, Ont	55 0	15 3	7 8	49	33	8 sc	Wm. E. Phin, Welland, Ont.
100,681	Brant	Vancouver	1892	New Westminster, B.C.	34 0	7 0	3 0	19	13	1 sc	E. French and T. F. Paterson, Vancouver, B.C.
96,722	Bridgetown	Chatham, N.B.	1889	Chatham, N.B	42 3	9 4	4 5	14	10	6 sc	James D. Johnston, Chatham, N.B.
96,081	Bridgewater	Halifax	1889	Dumbarton, G.B.	120 0	20 0	9 0	208	119	54 sc	Charles Brister, Halifax, N.S.
111,995	Britannia	Vancouver	1902	Vancouver, B.C.	104 8	22 4	6 9	326	222	33 sc	Terminal Steam Navigation Co., Ltd., Vancouver, B.C.
* 100,188	Britannic	Collingwood	1866 / 1892	Sorel, Que. / Rebuilt	150 8	25 6	9 2	428	228	41 pa	The Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
121,915	British Lion	Kenora	1903	Simcoe, Ont	36 0	10 0	4 0	22	15	2 pa.	Rainy River Lumber Co., Ltd., Rainy River, Ont.
107,421	Brockville	Brockville	1898	Toronto, Ont.	105 0	21 5	5 7	191	88	14 sc	D. B. Christie, *et al.*, J.O., Picton, Ont.
† 101,254	Brockville	Montreal	1892 / 1901	Chester, Pa., U.S.A. / Sorel, Que.	175 0	33 5	9 0	944	597	188 sc	The Richelieu & Ontario Navigation Co., Montreal, Que.
92,615	Brothers	Port Arthur	1886	Port Arthur, Ont.	39 4	9 8	5 8	18	12	6 sc	E. T. Morrow, Fort William, Ont.
116,274	Bruce	Halifax	1889	Dartmouth, N.S.	59 5	20 5	5 6	56	38	12 sc	Wm. K. McKean, St. Omer, Que.
122,253	Brulot	Quebec	1903	Salmon Lake, Que.	32 0	10 5	3 5	8	6	1 pa.	George J. Paradis, Salmon Lake, Que.
94,902	Brunette	New Westminster	1890	New Westminster, B.C.	60 0	13 5	6 0	37	25	5 sc	Brunette Saw Mills Co., Ltd., New Westminster, B. C.
112,056	Brunswick	Windsor, N.S.	1901	Canning, N.S.	110 0	23 0	8 7	184	73	42 sc	Minas Basin SS. Co., Ltd., Canning, N.S.

* Formerly "Rocket." † Formerly "Columbian."

107,157	Burpee	Vancouver	1898	Toronto, Ont.	45 6	9 5	2 6	9	6	1 pa.	Isaac Burpee, St. John, N.B.
117,018	Burrard	"	1905	Vancouver, B.C.	63 6	14 2	6 5	56	38	10 sc.	J. D. Foreman, Vancouver, B.C.
97,155	Burt	Vancouver	1890	Victoria, B.C.	66 3	13 8	5 7	50	34	4 sc.	Wm. R. Jones, Vancouver, B.C.
‡92,612	Butcher Boy	Port Arthur	1879	Bay City, Mich., U.S.A.	95 6	20 6	6 6	215	146	18 sc.	Victoria Harbour Lumber Co., Ltd., Victoria Harbour, Ont.
100,195	Bute	Vancouver	1890	New Westminster, B.C.	28 6	6 7	2 6	4	3	3 sc.	E. E. Evans, Vancouver, B.C.
111,785	Bute	Victoria	1901	Sidney, B.C.	29 0	8 4	2 9	7	3	1 sc.	Cowichan Lumber Co., Ltd., Duncan's, B. C.
116,407	Bute	Victoria	1904	Sidney, B. C.	60 5	14 4	7 0	49	26	3 sc.	Albert Berquist, Sidney, B. C.
*85,495	C. A. Boone	Collingwood	1883	Waubaushene, Ont.	63 6	15 5	7 4	44	30	75 sc.	Charles S. Boone, Toronto, Ont.
†92,664	C. B. Powell	Ottawa	1887	Pembroke, Ont.	139 0	36 0	7 2	272	172	21 pa.	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
116,670	C. C. Martin	Midland	1906	Twelve Mile Bay, Ont.	71 0	16 0	8 0	70	45	15 sc.	Mrs. Mary Martin, Midland, Ont.
107,485	C. E. Ainsworth	Sault Ste. Marie	1901	Sault Ste. Marie, Mich., U. S. A.	81 6	18 4	7 4	76	48	60 sc.	Dominion Fish Co., Ltd., Winnipeg, Man.
116,243	C. E. Benham	"	1865	Cleveland, O., U.S.A.	102 4	19 0	7 0	140	93	— sc.	W. J. McMenemy, Bruce Mines, Ont.
103,214	C. E. Read	Ottawa	1894	Simcoe, Ont	42 0	16 2	3 4	13	8	20 sc.	W. H. Hurdman, Ottawa, Ont.
103,806	C. E. Tanner	Pictou, N.S.	1908	Pictou, N.S.	40 6	10 5	5 0	18	6	14 sc.	Wm. McLure, Pictou, N.S.
‡92,657	C. F. Dunbar	St. Catharines	1871	Erie, Pa., U.S.A.	47 3	13 0	5 0	33	22	20 sc.	James Prendergast, Cornwall, Ont.
112,189	C. F. Eddy	Toronto	1902	Blind River, Ont.	45 5	10 0	3 8	16	11	1 sc.	Blind River Towing Co., Ltd., Sarnia, Ont.
78,039	C. H. Merritt	"	1883	Chatham, Ont.	85 0	24 0	6 5	122	83	75 sc.	A. M. Clark, M.O., Marysburgh, Ont.
122,646	C. J. Booth	Ottawa	1907	Latchford, Ont.	75 4	18 0	5 2	86	50	8 pa.	John R. Booth, Ottawa, Ont.
69,530	C. J. Brydges	Montreal	1874	Buffalo, N.Y., U.S.A.	62 2	16 0	8 0	39	21	110 sc.	Minister of Public Works, Ottawa, Ont.
107,191	C. M. Bowman	Southampton	1897	Port Elgin, Ont.	92 0	18 5	9 0	88	60	32 sc.	C. M. Bowman and W. J. Strong, J. O., Southampton, Ont.
122,398	C. R. Lamb	Victoria	1907	Kamloops, B.C.	91 3	19 9	4 0	192	121	34 pa.	Arrow Lakes Lumber Co., Ltd., Arrowhead, B.C.
97,132	C. S. Parnell	Quebec	1891	Quebec, Que.	44 9	11 9	4 3	17	9	28 sc.	Etienne Dussault, Lévis, Que.
117,062	C. W. Bangs	Ottawa	1902	Ottawa, Ont.	36 0	8 7	3 0	4	4	§ sc.	John F. Hurdman, Ottawa, Ont.

Ferly "A. H. Morrison."* Formerly "Severn." †Formerly "G. B. Pattee." ‡Formerley "Howard B. Payne."

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‖ 80,574	C. W. Chamberlain	Windsor, Ont.	1881	Walkerville, Ont.	127 0	26 6	9 7	385	243	120 sc.	Chas. Beck, Penetanguishene, Ont.
116,547	C. W. Cole.	Kingston	1903	Kingston, Ont.	49 5	11 0	4 5	16	11	12 sc.	Claude W. Cole, Milford, Ont.
107,733	C. Here	Kingston	1899	Kingston, Ont.	49 3	8 2	3 7	7	5	.8 sc.	Mrs. Barbara Davis, Kingston, Ont.
125,988	Cabot	Montreal	1907	Grangemouth, G. B.	155 1	25 1	9 7	465	162	63 sc.	Steamship Cabot Co., Ltd., Sydney, N. S.
87,993	Cacouna	Montreal	1884	Newcastle-on-Tyne, G.B.	250 0	35 4	16 4	1,451	931	142 sc.	Steamship Cacouna Co., Ltd., Sydney, N.S.
107,145	Caledonia	Vancouver	1898	New Westminster, B.C.	142 4	30 4	4 0	569	359	17 pa.	Caledonia Trading Co., Ltd., Prince Rupert, B.C.
97,144	Calla	St. Andrews	1891	West Isles, N.B.	32 0	9 6	4 5	10	7	12 sc.	Fred. W. Richardson, West Isles, N.B.
100,040	Callender	Toronto	1892	North Bay, Ont.	20 0	6 6	2 4	2	1	1½ sc.	Isaac Dollery, Fairbank, Ont.
103,921	Calumet	Peterborough	1895	Bobcaygeon, Ont.	54 0	8 1	4 0	22	15	6 sc.	Mossom M. Boyd, Bobcaygeon, Ont.
100,024	Camilla	Toronto	1890	Roach's Point, Ont.	68 0	12 5	6 8	54	37	75 sc.	Joseph Roques, Killarney, Ont.
51,646	Campana	Quebec	1873	Glasgow, G.B	240 8	35 3	20 7	1,697	1,154	225 sc.	The Quebec Steamship Co., Ltd., Quebec, Que.
100,869	Campania	"	1893	Lake Megantic, Que	48 4	13 2	5 0	23	16	4 sc.	G. M. Stearns, Lake Megantic, Que.
*117,146	Canada	Halifax	1892	Kinghorn, G.B.	185 5	27 2	19 5	704	449	131 sc.	The Halifax & Cape Breton Steamship Co., Ltd., Halifax, N.S.
100,392	Canada	Hamilton	1872	Hamilton, Ont.	135 2	24 2	11 5	557	366	20 sc.	J. S. Nesbit, Sarnia, Ont.

‖ Formerly "C. N. Pratt." *Formerly "Pro Patria,"

116,870	Canada	Ottawa	1904	Barrow-in-Furness, G.B.	206 0	25 1	13 3	411	136	209 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
†71,101	Canada	Toronto	1874	Wallaceburg, Ont.	123 2	24 1	8 7	312	209	120 sc	Owen Sound Park Co., Ltd., Owen Sound, Ont.
90,605	Canada Atlantic Transfer.	Ottawa	1884	Coteau Landing, Que.	171 0	70 0	8 6	619	395	270 pa	Montreal Lighterage Co., Ltd., Montreal, Que.
122,533	Canadian	Vancouver	1907	New Westminster, B. C.	62 7	14 2	8 8	64	44	12 sc	John C. McNair and Herman Wilbur, Vancouver, B. C.
107,094	Canadian	Victoria	1898	Victoria, B.C.	146 5	33 4	4 7	716	455	15 pa	British Yukon Navigation Co., Ltd. Vancouver, B.C.
103,245	Canadien	Montreal	1883	Sorel, Que	61 3	9 7	3 9	22	15	11 sc	Remi Godin, Sorel, Que.
107,088	Canard	Ottawa	1896	Ottawa, Ont.	21 7	4 4	2 0	1	1	1 sc	P. J. B. Belanger, Ottawa, Ont.
122,524	Canpac	Vancouver	1907	New Westminster, B. C.	58 8	14 0	8 8	56	38	9 sc	Canadian Pacific Sulphite Pulp Co., Ltd., Vancouver, B. C.
107,808	Canuck	St. John, N.B	1900	Racine, Wis., U.S.A.	16 3	4 3	1 8	1	—	1 sc	W. H. Holder and W. M. Barlow, St. John, N.B
80,767	Cape Blanc Boy	Quebec	1881	St. Laurent, Isle d'Orleans, Que.	37 8	11 0	5 2	11	7	10 sc	E. Huot, Montreal, Que.
97,808	Cape Breton	Montreal	1890	Hylton, G.B.	258 0	37 0	16 8	1,764	1,109	160 sc	Steamship Cape Breton Co., Ltd., Sydney, N.S.
100,203	Capilano	Vancouver	1892	Vancouver, B.C.	120 0	22 2	9 6	231	157	28 sc	G. T. Legg, Vancouver, B.C.
107,266	Capital	Ottawa	1898	Ottawa, Ont.	30 0	6 0	2 6	2	1	3 sc	John Harper, *et al.*, Ottawa, Ont.
100,026	Caponaning	Toronto	1888	French River, Ont.	41 6	11 1	5 0	18	12	2 sc	The Ontario Lumber Co., Ltd., Toronto, Ont.
107,425	Caprice	Brockville	1903	Middleton, Conn. U.S.A.	35 2	7 8	3 3	9	6	4 sc	Arthur C. Hardey, Brockville, Ont.
64,585	Captain	St. John, N.B	1871	Indiantown, N. B.	72 0	16 6	8 2	68	21	100 sc	Daniel F. Tapley, St. John, N.B.
107,139	Captain Jim	Goderich	1902	Goderich, Ont	78 6	17 8	7 2	58	39	22 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
116,285	Captor	Halifax	1903	Lunenburg, N.S.	52 6	12 2	6 2	22	17	27 sc	Frank Roberts, Halifax, N.S.
116,692	Caraboo	Kenora	1902	Fort Smith, N. W. T.	50 0	10 2	5 0	29	19	4 sc	James Hislop, Fort Rae, N.W.T., and Edmund Nagle, Resolution, N.W.T. J. O.
112,293	Carberry	Winnipeg	1903	Westbourne, Man.	69 8	16 5	5 0	62	42	6 sc	The Minister of Marine and Fisheries Ottawa, Ont.
*92,681	Cardinal	Prescott	1875	Montreal, Que	121 2	24 0	10 9	237	140	21 sc	The Edwardsburg Starch Co., Ltd., Montreal, Que.
122,159	Cariad	Vancouver	1906	Vancouver, B.C.	22 5	7 0	3 0	3	2	1 sc	Henry C. Layard, Salt Spring Island, B.C.
116,249	Caribou	Sault Ste. Marie	1904	Goderich, Ont	144 8	26 6	10 5	597	371	43 sc	The Dominion Fish Co., Ltd., Winnipeg, Man.
122,330	Carl	Vancouver	1907	Vancouver, B. C.	16 4	5 4	2 6	1	1	⅔ sc	James S. Rear, Vancouver, B. C.

† Formerly "Queen City" and "J. W. Steinhoff." * Formerly "Mayflower."

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122,416	Carlotta	Midland	1908	Midland, Ont.	87 0	18 5	7 7	114	49	31 sc	James Playfair, Midland, Ont.
92,388	Carlton	Hamilton	1878	Westport, Ont.	40 0	8 2	2 3	8	6	6 sc	W. F. Thomson, Parry Sound, Ont.
†92,559	Carmana	Belleville	1889	Sorel, Que.	90 0	15 5	5 3	56	38	17 sc	T. S. Carman, Belleville, Ont.
122,638	Carmel C.	Kingston	1909	Alexandria Bay, U.S.A.	36 8	7 1	3 4	4 9	66	2 sc	William C. Cirtwell, Kingston, Ont.
112,261	Carmilia	Montreal	1902	Sorel, Que.	66 4	17 5	8 2	63	39	28 sc	The Minister of Public Works, Ottawa, Ont.
111,863	Carmita	Ottawa	1901	Carleton Place, Ont.	39 0	9 8	3 6	9	8	7 sc	Mrs. Eliza J. McCluskey and Geo. W. Leach, North Bay, Ont.
107,238	Carolina	Sorel	1897 1905	Three Rivers, Que.	69 4	15 4	4 9	44	28	2 sc	Louis Dugré, Three Rivers, Que.
122,513	Carolina	Vancouver	1907	Vancouver, B. C.	31 5	9 5	4 1	13	9	1½ sc	Arthur Blumel, Vancouver, B. C.
111,912	Caroline	Toronto	1900	Moon River, Ont.	38 5	9 7	4 0	12	8	— sc	Charles Martin, Midland, Ont.
100,648	Caroline	Victoria	1887	Victoria, B.C.	26 0	7 2	3 0	3	3	1 sc	Reuben Mason and John Sinclair, J. O., Comox, B. C.
88,536	Carrie	Hamilton	1889	Hamilton, Ont.	29 0	6 6	3 2	3	2	6 sc	G. Crawford, Hamilton, Ont.
111,756	Carrie L	Kenora	1900	Bell City, Ont.	50 0	12 8	3 5	16	9	1 pa	Sam. Lounsbury, Bell City, Ont.
.....	Carriella	Toronto	1869	Barrie, Ont.	70 0	12 0	4 5	35	24	.....	D. Long, Orillia, Ont.
103,919	Casca	Victoria	1898	Victoria B.C.	140 0	30 5	5 0	590	364	17 pa	The British Yukon Navigation Co., Ltd., Vancouver, B.C.

†Formerly "Dan."

112,243	Cascade	Victoria	1902	Vancouver, B.C.	95 0	22 6	7 6	119	81	16 sc	Leeming Bros., Ltd., Victoria, B.C.
112,142	Caspian	Kingston	1846	Kingston, Ont.	177 6	43 4	6 7	957	543	58 pa	Lake Ontario & Bay of Quinté Steamboat Co., Ltd., Kingston, Ont.
*103,472	Cassiar	Vancouver	1890 1901	Ballard, Wash U.S.A. Vancouver, B.C.	120 6	29 0	6 9	597	384	43 sc	Gordon T. Legg, Vancouver, B.C.
122,474	Castor	Ottawa	1907	Toronto, Ont.	66 0	22 0	5 2	88	23	3½ pa	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
†77,698	Cataract	Hamilton	1882	Hamilton, Ont	175 0	33 6	14 6	957	598	200 sc	Myles Transportation Co., Ltd., Hamilton, Ont.
116,864	Catharine C	Ottawa	1903	Sturgeon Falls, Ont.	48 0	13 0	5 0	19	16	2½ sc	The Minister of Public Works, Ottawa. Ont.
103,654	Catherine S.	Winnipeg	1896	Kenora, Ont.	66 0	13 5	5 5	67	45	4 sc	John Short, Kenora, Ont.
122,192	Canco	New Westminster	1896	New Westminster, B. C.	33 3	6 3	4 3	5	3	2 sc	Henry Schaake, New Westminster, B. C.
122,219	Cayuga	Toronto	1907	Toronto, Ont.	305 0	36 6	14 2	2,196	1,168	328 sc	Niagara Navigation, Co., Ltd., Toronto, Ont.
92,432	Cecebe	Toronto	1886	Burk's Falls, Ont.	31 7	7 2	3 3	11	8	1 sc	The Muskoka & Nipissing Navigation Co., Ltd., Gravenhurst, Ont.
116,666	Celt	Midland	1900	Toronto, Ont.	34 0	8 0	2 8	6	4	½ sc	Archibald Campbell, Midland, Ont.
122,538	Celtic	Vancouver	1907	Vancouver, B. C.	89 4	24 5	8 6	239	163	16½ sc	Coast SS. Co., Ltd., Vancouver, B.C.
112,072	Cemego	Peterborough	1903	Detroit, Mich, U.S.A.	15 6	4 6	1 9	1	1	2 sc	Mrs. F. A. Price, Massanaga, Ont.
00,549	Centreville	Digby	1898	Centreville, N.S	67 4	18 4	7 0	60	32	9 sc	A. Bontiñer, *et al.*, Centreville, N.S.
97,153	Chaco	Victoria		Norway	23 0	6 0	2 4	3	2	1 sc	U. E. Dickenson, Nanoose Bay, B.C.
71,083	Chaffey	Montreal	1875	Portsmouth, Ont.	59 0	14 0	6 0	42	29	22 sc	Frederick Foubert, Valleyfield, Que.
92,331	Challenger	Quebec	1886	Lévis, Que.	88 8	20 2	9 7	108	73	86 sc	The Minister of Agriculture. Ottawa, Ont.
	Chambly	Montreal	1871	Sorel, Que.	153 1	24 3	7 8	535	247	— pa	The Richelieu & Ontario Navigation Co., Montreal, Que.
	Champion	Port Hope	1868	Lindsay, Ont.	94 5	15 1	5 3	142	89		Geo. Crandell, Lindsay, Ont.
103,975	Champion	Quebec	1897	Lévis, Que	143 5	25 6	7 8	482	304	30 pa	La Cie Maritime et Industrielle de Lévis, Lévis, Que.
80,017	Champion	St. John, N.B	1880	Portland, N.B.	121 6	24 1	6 2	190	120	42 pa	Daniel F. Tapley, St. John, N.B.
116,756	Champion	Toronto	1904	Orillia, Ont.	69 0	12 7	5 0	42	28	8 sc	Thomas W. Wood, Orillia, Ont.
116,999	Champlain	Ottawa	1904	Paisley, G.B	120 0	30 3	17 6	522	225	87 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
*103,956	Champlain	St. John, N.B.	1897 1904	alleyfield, Que. St. John, N.B.	110 8	22 4	7 9	392	267	28 sc	The Majestic Steamship Co., Ltd. St. John, N.B.
103,443	Chance	Ottawa	1895	Ottawa, Ont.	43 1	7 1	3 6	5	2	12 sc	The O'Connor Steamboat Co., Toronto, Ont.

*Formerly "J. R. McDonald." †Formerly "Myles." *Formerly "Queen" and "Robinault."

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100,180	Charlemagne.....	Montreal.....	1891	Montreal, Que	87 3	18 6	7 6	76	52	67 sc..	The Charlemagne & Lac Ouareau, Lumber Co., Ltd., Montreal, Que.
97,008	Charles E. Armstrong.	St. Catharines.....	1894	St. Catharines, Ont,....	56 0	13 8	7 5	49	33	40 sc..	Charles E. and Edward Armstrong, Port Colborne, Ont.
94,718	Charles F.....	Port Stanley.... ...	1905	Port Stanley, Ont.	31 5	10 4	3 4	8	5	1 sc..	Harley Taylor, Port Stanley, Ont.
125,975	Charles Lyon.....	Prescott....	1908	Toronto, Ont.	280 0	40 0	19 9	1,658	1,127	161 sc..	Canadian Pacific Car & Passenger Transfer Co., Ltd., Prescott, Ont.
122,450	Charley M. Scott.	St. John, N. B. ...	1908	Victoria Mills, N.B.....	44 2	10 0	4 6	17	11	6 sc..	Scott Lumber Co., Ltd., Fredericton, N.B.
126,173	Charlie Gilley.....	New Westminster...	1908	New Westminster, B.C..	33 9	10 0	4 7	10	6	6 sc..	George D. Brymner, New Westminster, B.C.
111,860	Charlie Jones. ...	Owen Sound.....	1904	Owen Sound, Ont.....	43 9	12 0	4 0	16	12	2 sc..	T. H. Morgan and James Rose, Port Stanley, Ont.
103,676	Charlie M.....	Toronto.....	1897	Gravenhurst, Ont.....	54 5	11 0	5 0	50	30	8 sc..	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
....	Charlotte.....	Montreal.	1870	Montreal, Que.....	68 1	14 4	6 1	59	36	— pa .	Thos. Gauthier, Montreal, Que.
103,909	Charlotte..... . .	Victoria..... .. .	1896	Quesnelle, B.C..	111 4	20 6	4 6	217	77	10 pa..	John Irving, Victoria, B.C.
*88,622	Charlton	Windsor, Ont.	1862	Chicago, Ill., U.S.A	135 0	19 4	10 4	389	265	77 sc..	Victoria Harbour Lumber Co., Ltd., Victoria Harbour, Ont.
100,793	Charmer.....	Victoria..... ...	1886	San Francisco, Cal., U.S.A	200 0	42 0	12 9	1,044	497	150 sc..	Canadian Pacific Railway Co., Montreal, Que.
103,099	Chateauguay	Montreal.....	1894	Montreal, Que.....	133 8	20 2	7 1	222	119	20 sc..	The Chateauguay & Beauharnois Navigation Co., Chateauguay Basin, Que.
117,153	Cheam.....	New Westminster...	1905	Harrison River, B.C ...	105 0	22 0	4 3	286	180	21 pa..	The Chilliwack Shingle Manufacturing Co., Ltd., Harrison River, B.C.

*Formerly "Charles Kellogg."

108,683	Chebucto	Halifax	1897	Kelvinhaugh, Glasgow, G.B.	125 0	48 0	12 7	578	184	40 sc	The Dartmouth Ferry Commission, Dartmouth, N.S.
125,973	Cherokee	Toronto	1907	Toronto, Ont	120 0	23 0	7 2	328	160	41 sc	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
106,859	Cheronea	St. John, N.B	1897	Port Glasgow, G.B	324 7	47 9	22 6	3,189	2,060	294 sc	Steamship Cheronea Co., Ltd., Rothesay, N.B.
94,738	Chester	Windsor, N.S.	1890	Hantsport, N.S	80 5	17 0	9 0	80	36	16 sc	Daniel Murray, Windsor, N.S.
53,588	Chicora	Halifax	1864	Liverpool, G.B	221 0	26 0	10 9	931	540	180 pa	Niagara Navigation Co., Ltd., Toronto, Ont.
†100,355	Chicoutimi	Montreal	1891	Sorel, Que	219 0	28 4	11 0	992	593	150 pa	Richelieu & Ontario Navigation Co., Ltd., Montreal, Que.
80,756	Chicoutimi	Toronto	1881	Bienville, Lévis, Que	92 9	19 5	6 3	110	70	23 pa	Victoria Park Steamboat Co., Ltd., Toronto, Ont.
94,820	Chieftain	Victoria	1890	Victoria, B.C	79 5	16 5	7 8	65	39	22 sc	R. Cunningham & Son, Ltd., Port Essington, B.C.
111,458	Chieftain	Winnipeg	1901	Selkirk, Man	80 5	16 0	7 4	61	28	6 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
92,698	Chieftain	Winnipeg	1889	Big Forks, Rainy River, Ont.	52 0	12 0	5 4	40	27	2 sc	F. W. Coates, Fort Frances, Ont.
117,129	Chieftain III	Kingston	1906	Garden Island, Ont	142 4	39 4	9 3	355	147	48 pa	The Calvin Co., Ltd., Garden Island, Ont.
125,963	Chignecto	Parrsboro	1908	Port Greville, N.S	78 6	17 8	7 2	86	36	16 sc	J. Newton Pugsley, Parrsboro, N.S.
117,158	Chinook	New Westminster	1889	Astoria, Ore., U.S.A	59 0	14 5	4 3	34	23	3 sc	Kildala Packing Co., Ltd., Vancouver, B.C.
107,726	Chinook	Vancouver	1900	Vancouver, B.C	46 8	12 3	6 9	22	15	15 sc	Max. Macgowan, *et al.*, Vancouver, B.C.
122,372	Chipmunk	Vancouver	1907	Vancouver, B.C	23 0	5 9	2 5	2	1	1½ sc	Allan Purvis, Vancouver, B.C.
100,753	Chippewa	Toronto	1893	Hamilton, Ont	308 5	36 3	12 5	1,514	764	188 pa	Niagara Navigation Co., Ltd., Toronto, Ont.
83,103	Christina	Richibucto	1886	Mission Point, Que	70 3	17 2	5 5	57	36	20 pa	W. Glover and K. Shieves, Campbellton, N.B.
107,089	Chummy	Ottawa	1898	Hull, Que	46 0	9 2	3 0	5	4	25 sc	Wm. E. Beaton, Ottawa East, Ont.
96,713	Circassian	"	1886	Aylmer, Que	46 5	9 0	2 5	8	5	6 sc	Alfred Bourgeau, Aylmer, Que.
97,117	Circe	Collingwood	1889	Collingwood, Ont	28 0	7 0	3 0	3	2	2 sc	C. W. Tobey, Collingwood, Ont.
111,561	City Queen	Toronto	1900	Midland, Ont	70 5	15 7	4 5	69	42	11 sc	A. L. Nickerson and C. T. Nickerson, J.O., Midland, Ont.
111,919	City of Bala	Toronto	1901	Bala, Ont	76 3	12 7	4 8	74	47	3 sc	Huntsville & Bracebridge Tanning Co., Ltd., Huntsville, Ont.
71,094	City of Belleville	Prescott	1878	St. Catharines, Ont	89 7	15 4	7 0	101	69	50 sc	Can. Pacific Car & Passenger Transfer Co., Ltd., Prescott, Ont.
92,734	City of Chatham	Toronto	1888	Toronto, Ont	125 6	31 5	9 0	362	246	150 sc	Chatham Navigation Co., Ltd., Chatham, Ont.
	City of Dresden	Windsor, Ont	1872	Windsor, Ont	93 0	21 0	8 9	194	124		Chas. D. Shirley, Blenheim, Ont.

†Formerly "Saguenay."

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63,145	City of Ghent	Halifax	1871	Great Grimsby, G.B	135 9	20 4	9 7	199	119	40 sc	Robert Pickford, Halifax, N.S.
107,942	City of Ladysmith	St. Catharines	1900	Hamilton, Ont	69 6	16 0	5 2	35	24	12 sc	Chas. Ross, Port Maitland, Ont.
*92,390	City of London	Quebec	1888 1892	Kingston, Ont	120 0	27 0	7 8	516	294	37 sc	Michael Connolly, Montreal, Que.
117,082	City of Meaford	Collingwood	1906	Meaford, Ont	111 0	24 0	8 5	328	223	28 sc	J. Perks, F. Perks and E. Perks, J.O., Meaford, Ont.
97,111	City of Midland	"	1890	Owen Sound, Ont	176 4	28 3	10 7	974	662	38 sc	Northern Navigation Co., of Ontario. Ltd., Collingwood, Ont.
†117,073	City of Montreal	Toronto	1871	Buffalo, N.Y., U.S.A	220 0	32 5	14 0	1,551	868	80 sc	Montreal & Lake Erie Steamship Co., Ltd., Toronto, Ont.
90,698	City of Mount Clemens.	St. Catharines	1880	Mount Clemens, U.S.A.	95 0	21 8	6 0	102	69	85 sc	Jas. W. Steinhoff, Wallaceburg, Ont.
96,995	City of Nanaimo	Victoria	1891	Vancouver, B.C.	159 0	32 0	9 4	761	518	58 sc	Esquimalt & Nanaimo Railway Co., Victoria, B.C.
116,393	City of New York	Cobourg	1863	Cleveland, O., U.S.A	136 0	27 6	11 6	292	199	19 sc	Geo. Plunkett, *et al.*, Cobourg, Ont.
*122,018	City of Ottawa	Ottawa	1871	Buffalo, N.Y., U.S.A	220 0	32 5	14 0	1,529	838	80 sc	Montreal & Lake Erie Steamship Co., Ltd., Toronto, Ont.
122,291	City of Prince Albert.	Prince Albert, Sask.	1906	Prince Albert, Sask	96 0	20 0	4 5	141	89	6 pa	Prince Albert Lumber Company, Ltd.. Prince Albert, Sask.
100,134	City of Selkirk	Winnipeg	1892	Selkirk, Man.	143 7	23 9	9 1	458	311	32 sc	The Dominion Fish Co., Ltd., Winnipeg, Man.
100,029	Cityof Stratford	Toronto	1874	Port Dalhousie, Ont	32 4	8 8	2 7	4	3	1 sc	Andrew J. Jeffrey, Stratford, Ont.
94,769	City of Toronto	Owen Sound	1895	Owen Sound, Ont	150 0	24 0	9 2	782	492	34 pa	The Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.

*Formerly "Kathleen." †Formerly "China." * Formerly "India."

122,400	City of Vernon ..	Victoria.....	1903	Long Lake, B.C	50 0	11 2	4 7	19	13	5 sc ..	Charles C. Pilkey, Vernon, B.C.
†94,843	City of Windsor ..	Windsor, Ont.	1883	Detroit, Mich., U.S.A..	117 0	24 8	11 0	511	316	34 sc ..	D. L. McKinnon, Sudbury, Ont.
96,762	Clansman	Port Hawkesbury...	1890	Port Hawkesbury, N.S..	59 0	10 9	6 6	23	16	12 sc ..	Robert Stevenson, Wallace, N.S.
107,711	Clansman	Vancouver.....	1899	Vancouver, B.C.....	82 0	17 2	6 8	72	49	5 sc ..	Coast Steamship Co., Ltd., Vancouver, B.C.
74,382	Clara...	Toronto...	1877	Barrie, Ont.....	44 0	8 0	.. .	12	8	8 sc ..	William P. Jaynes, Barrie, Ont.
111,859	Clara May.....	Owen Sound.....	1902	Tobermory, Ont.....	39 0	10 0	3 6	9	6	⅝ sc ..	Thomas B. Fitzpatrick, Meldrum Bay, Ont.
90,798	Clara W. Young..	Vancouver.....	1888	New Westminster, B.C..	54 5	13 2	5 2	31	21	4 sc ..	Harry Beviss, Vancouver, B.C.
116,551	Clare.....	Port Maitland	1903	Princeport, N.S.....	79 0	24 7	6 9	88	59	— sc ..	R. H. Putnam, Onslow, N.S.
116,776	Clarence	Vancouver.....	1904	Vancouver, B.C.....	40 2	9 5	4 7	13	9	2 sc ..	Le Page Liquid Fish Glue, Oil & Fertilizer Co., Ltd., Vancouver, B.C.
94,984	Clark Bros.....	Toronto	1890 1901	Toronto, Ont.....	80 0	16 2	5 5	92	38	11 sc ..	Lawrence Solman, Toronto, Ont.
*116,465	Claxton	Vancouver	1900 1906	Ballard, B.C ..... Vancouver, B.C.....	72 1	18 6	7 1	84	57	10 sc .	Wallace Bros., Packing Co., Ltd. Vancouver, B.C.
121,741	Clayburn..... ..	"	1906	"	73 0	17 9	8 4	76	51	26 sc .	Vancouver Tug & Barge Co., Ltd., Vancouver, B.C.
112,248	Claymore.....	"	1902	"	29 4	7 0	2 3	7	5	1 sc ..	W. McCarthy, *et al.*, Vancouver, B.C.
111,679	Clayton	Parrsboro'....	1902	Parrsboro', N.S.....	62 8	15 2	5 6	63	24	15 sc ..	J. F. Bridges Tug Boat Co., Ltd., Gagetown, N.B.
103,170	Cleeve..	New Westminster...	1897	New Westminster, B.C..	56 6	12 1	6 3	36	24	9 sc ..	Packers Steamship Co., Ltd., Vancouver, B.C.
100,755	Cleopatra.	Toronto.....	1893	Hamilton, Ont	113 5	16 9	9 2	104	71	32 sc ..	A. E. Gooderham, Toronto, Ont.
112,389	Clio	Sydney.....	1904	North Sydney, N.S.....	39 5	10 5	5 1	13	13	3 sc ..	J. Owen James, Wine Harbour, N.S.
83,031	Clipper.....	Ottawa.....	1880	Brockville, Ont.....	31 8	7 0	2 8	4	3	5 sc..	A. Thompson, Ottawa, Ont.
116,260	Clipper.....	Toronto.....	1903	Midland, Ont..... .	62 0	13 3	6 6	46	29	17 sc ..	The Sable & Spanish Boom & Slide Co. of Algoma, Ltd., Spanish River, Ont.
107,197	Clipper.	Winnipeg.....	1897	Kenora, Ont	69 5	12 0	4 3	53	32	8 sc ..	C. G. Pennock, *et al.*, Kenora, Ont.
111,993	Clive.....	Vancouver..... .	1902	New Westminster, B.C..	51 0	13 0	5 3	35	21	9 sc ..	Mrs. Annie G. Croll, New Westminster, B.C.
126,213	Clousta.	Vancouver..... ...	1908	Vancouver, B.C.... ...	29 0	8 5	3 2	7	4	1 sc ..	Wm. J. Davidson, Vancouver, B. C.
126,232	Clovelly.....	Victoria	1908	Vancouver, B.C.....	37 0	9 3	3 8	7	5	1 sc ..	Leonard A. Hayman, Kelowna, B. C.
77,779	Clucas.....	Goderich	1882	Goderich, Ont	60 0	13 8	5 7	28	19	19 sc ..	Dominion Fish Co., Ltd., Winnipeg, Man.
111,957	Clutha,..... ..	New Westminster...	1903	New Westminster, B.C..	45 0	11 4	4 1	28	19	2 sc ..	The St. Mungo Canning Co., Ltd., New Westminster, B.C.

† Formerly "E. K. Roberts." * Formerly "Queen of Pacific."

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H.P. of Engines and Mode of Propulsion. Puissance des machines en c.v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
94,898	Clyde	New Westminster	1889	Vancouver, B.C.	80 0	16 0	6 0	68	46	5 sc	J. B. Newcomb, M.O., Vancouver, B.C.
96,714	Clyde	Ottawa	1888	Baie des Pères, Que.	61 5	13 5	3 4	29	26	17 sc	A. Lumsden, Ottawa, Ont.
59,863	Clyde	Quebec	1868	Lévis, Que.	141 7	23 5	9 4	592	373	60 pa	John S. MacLean, Halifax, N.S.
111,520	Clymene	St. John, N.B.	1901	St. John, N.B.	39 7	8 0	3 5	10	7	1 sc	H. R. Roberts, St. John, N.B.
116,651	Coast Guard	Barrington	1904	Shelburne, N.S.	72 0	24 2	7 0	72	49	17 sc	The Provincial Wrecking Co., Ltd., Barrington, N.S.
116,315	Coaster	Amherstburg	1889	Toledo, Ohio, U.S.A.	98 0	22 0	6 7	120	91	6 sc	J. Stockwell, Leamington, Ont.
86,071	Coban	Montreal	1882	Sunderland, G.B.	230 0	33 1	16 0	1,063	689	130 sc	Black Diamond Steamship Co., Ltd., Montreal, Que.
111,938	Coboconk	Lindsay	1902	Coboconk, Ont.	30 7	12 4	3 1	9	6	8 pa	Mrs. C. McFadden, Fenelon Falls, Ont.
165[illegible]1	Coboconk	Port Hope	1876	Fenelon Falls, Ont	80 8	15 8	5 0	103	86	40 pa	Wm. Shields, Coboconk, Ont.
111,431	Cock O' the North	Halifax	1902	Dartmouth, N.S.	31 5	5 5	3 3	3	3	8 sc	James A. Calder, Halifax, N.S.
116,404	Colby	Victoria	1902	Seattle, Wash., U.S.A.	35 1	9 4	3 1	11	7	12 sc	Samuel W. Bucknam, *et al.*, Victoria, B.C.
96,803	Collector	Halifax	1891	Dartmouth, N.S.	63 8	20 8	5 5	52	35	25 sc	Louis Hefler, *et al.*, Halifax, N.S.
112,253	Colleen Ordre	Vancouver	1903	Vancouver, B.C	28 6	9 0	3 9	5	3	1 sc	Frederick Keeling, Vancouver, B.C.
117,089	Collingwood	Collingwood	1907	Collingwood, Ont.	386 0	50 0	23 0	4,529	3,480	163 sc	The Farrar Transportation Co., Ltd., Collingwood, Ont.

80,911	Colonel By	Prescott	1868	Ogdensburg, N.Y., U.S.A.	45 0	9 2	3 9	9	6	9 sc.	P. Eligh, Burritt's Rapids, Ont.
112,395	Colonge	Ottawa	1901	Sand Point, Ont	47 7	17 9	3 6	18	12	20 pa.	Gillies Bros. Co., Ltd., Braeside, Ont.
122,012	Colonial	"	1906	Kippewa Lake, Que.	52 0	12 3	4 4	47	25	9 sc.	Colonial Lumber Co., Ltd., Pembroke, Ont.
103,892	Columbia	New Westminster	1896	Nakusp, B.C	77 0	14 5	6 4	50	34	17 sc.	Canadian Pacific Railway Co., Montreal, Que.
117,017	Columbia	Vancouver	1905	Vancouver, B.C.	60 0	14 0	4 5	40	27	4 sc.	Rev. John Antle, Vancouver, B.C.
117,039	Columbus	Sault Ste. Marie	1874	Detroit, Mich., U.S.A.	136 3	25 0	11 8	439	230	60 sc.	Joseph Ganley, Sault Ste. Marie, Ont.
71,105	Comet	Chatham, Ont	1876	Chatham, Ont.	55 0	11 0	4 6	22	15	20 sc.	R. E. Moore, Harrison, Ont., and W. Vandusen, Tara, Ont., J.O.
94,939	Comet	Port Hope	1895	Lake Scugog, Ont.	45 0	8 0	1 2	8	3	7 sc.	Josiah Ball, Fesserton, Ont.
94,799	Comet	Richibucto	1901	Bass River, N.B.	51 0	9 5	3 7	21	14	15 sc.	John D. Walker, Bass River, N.B.
92,450	Comet	Toronto	1887	Milford Bay, Ont.	60 0	11 5	5 0	20	14	2 sc.	The Rathbun Co., Deseronto, Ont.
*90,523	Comfort	Chatham, Ont	1891	Rondeau, Ont	43 0	13 0	3 3	14	12	10 sc.	Peter Baechler, Sarnia, Ont.
97,067	Commodore	Halifax	1891	Charlottetown, P.E.I.	48 2	9 8	5 0	13	8	20 sc.	William N. Wickwire, Halifax, N.S.
103,450	Commodore	Ottawa	1895	Carleton Place, Ont.	36 2	8 2	3 0	3	3	6 sc.	John Moore, Carleton Place, Ont.
	Commodore	Port Hope	1867	Lindsay, Ont	96 0	16 8	5 0	175	110		George Crandell, Lindsay, Ont.
107,487	Commodore	Sault Ste. Marie	1885	Manitowoc, Wis., U.S.A.	59 0	14 5	7 3	40	22	— sc.	Joseph Ganley, Sault Ste. Marie, Ont.
122,363	Commodore	Vancouver	1907	Vancouver, B.C.	119 6	26 1	14 5	318	216	52 sc.	The British Columbia Mills Timber & Trading Co., Vancouver, B.C.
75,699	Commodore Holiwell.	Quebec	1878	Quebec, Que	31 4	9 3	4 2	10	3	10 sc.	The Sherbrooke Lumber Co., Sherbrooke, Que.
116,267	Commodore Jarvis	Toronto	1903	Bronté, Ont	109 0	27 0	6 0	287	97	11 sc.	Sand & Dredging, Ltd., Toronto, Ont.
7,015	Commodore Mc Rae.	Vancouver	1905	Vancouver, B.C	22 7	6 2	3 0	2	2	½ sc.	R. Hamilton, Vancouver, B.C.
71,614	Como	Montreal	1875	Sorel, Que.	95 0	17 2	5 2	75	47	16 pa.	The La Farriere Lumber Co., Ltd., Montreal, Que.
100,202	Comox	Vancouver	1891	Vancouver, B.C.	101 0	18 1	5 2	101	60	24 sc.	G. T. Legg, Vancouver, B.C.
52,630	Conqueror	Quebec	1865	Renfrew, G.B.	136 5	20 2	11 6	199	15	120 pa.	Frank Ross, Quebec, Que.
90,570	Conqueror	Toronto	1886	Toronto, Ont	60 0	13 8	5 5	25	17	25 sc.	Ira Hill, Midland, Ont.
94,899	Constance	New Westminster	1890	Victoria, B.C.	66 0	14 4	6 9	50	29	22 sc.	Alex. Ewen, New Westminster, B.C.
100,412	Constance	Ottawa	1891	Owen Sound, Ont.	115 6	19 6	11 2	185	126	50 sc.	The Minister of Customs, Ottawa, Ont.

* Formerly "Vera."

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103,686	Constance	Toronto	1898	Gravenhurst, Ont	82 0	13 6	5 0	52	35	2 sc	J. L. Fenn, *et al.*, Bracebridge, Ont.
116,463	Constance	Vancouver	1903	Vancouver, B.C.	35 8	9 5	3 8	11	8	2 sc	Arthur R. Barrow, Hills Island, B.C.
117,016	Constance	"		New Westminster, B.C.	50 0	11 0	5 5	23	16	10 sc	T. C. Wasson, Vancouver, B.C.
64,996	Contest	Quebec	1872 1895	Quebec, Que Lévis, Que	132 3	23 0	10 5	274	104	100 pa	Julien Chabot, Lévis, Que.
100,205	Coquitlam	Vancouver	1892	Vancouver, B.C.	120 0	22 0	9 6	256	166	28 sc	G. T. Legg, Vancouver, B.C.
111,933	Cora	Lindsay	1902	Port Perry, Ont.	55 3	9 9	4 6	23	16	1 sc	J. B. Bowerman, Port Perry, Ont.
92,445	Cora	Toronto	1887	Toronto, Ont	32 3	7 5	3 2	4	3	1 sc	Oliver B. Sheppard, Toronto, Ont.
116,220	Corinne	Montreal	1903	St. Joseph de Lévis, Que.	48 5	12 3	5 0	23	9	4 sc	W. J. Poupore, Montreal, Que.
*71,609	Cornwall	Montreal	1874	Kingston, Ont	175 3	27 1	9 9	914	576	88 pa	Richelieu & Ontario Navigation Co., Montreal, Que.
103,673	Corona	Toronto	1896	Toronto, Ont.	270 3	32 4	12 5	1,274	649	310 pa	Niagara Navigation Co., Ltd., Toronto, Ont.
88,240	Corrella	Brockville	1889	Brockville, Ont	30 8	7 2	3 4	4	3	5 sc	M. Kenville, Brockville, Ont.
126,177	Corsande	New Westminster	1907	New Westminster, B.C.	29 6	8 0	3 6	8	6	1 sc	Joseph Crane, New Westminster, B.C.
107,890	Courier	Montreal	1900	Montreal, Que.	36 9	9 3	6 2	12	8	3 sc	Harbour Commissioners of Montreal, Montreal, Que.
116,775	Coutli	Vancouver	1904	Vancouver, B. C.	71 4	18 8	9 8	99	68	28 sc	Coutli Shipping Co., Ltd., Vancouver, B. C.

* Formerly "Alger an."

121,837	Covenhoven	St. John, N.B.	1906	Southampton, G.B.	28 0	8 1	4 2	11	6	8 sc.	Sir William Van Horne, Montreal, Que.
126,210	Cowichan	Vancouver	1908	Ayr, Scotland	157 1	32 1	13 5	962	520	151 sc.	Gordon T. Legg, Vancouver, B.C.
126,233	Craigflower	Victoria	1908	Victoria, B.C.	65 0	12 3	2 8	21	12	2 pa.	James J. Sloan, Port Essington, B.C.
116,844	Crawford	Owen Sound	1905	Wiarton, Ont.	86 0	15 9	6 5	50	37	31 sc.	The Crawford Tug Co., Ltd., Wiarton, Ont.
111,533	Crescent	Vancouver	1896	Vancouver, B.C.	28 6	7 7	2 6	3	2	1 sc.	Wesley Newton, Vancouver, B.C.
126,231	Creston	Victoria	1908	Nelson, B.C.	35 4	8 9	2 7	5	3	1 pa.	George W. Hale, Nelson B.C.
107,796	Cricket	St. John, N.B.	1894	St. John, N.B.	36 5	7 3	3 6	5	3	4 sc.	Hon. J. Israel Tarte, Montreal, Que.
75,434	Cruiser	Toronto	1887	Portsmouth, Ont.	87 5	14 5	6 5	86	48	20 sc.	John B. Miller, Toronto, Ont.
122,368	Cruiser	Vancouver	1907	Fir, Wash., U.S.A.	29 0	9 2	4 3	12	8	1⅓ sc.	Davidson-Ward Co., Ltd., Vancouver, B.C.
78,014	Cruiser	Winnipeg	1880 1898	Keewatin, Ont.	39 5	10 0	3 9	27	16	1 sc.	Keewatin Lumbering & Manufacturing Co., Ltd., Hamilton, Ont.
75,791	Crusader	Ottawa	1874	Ottawa, Ont.	28 6	6 6	3 2	3	2	4 sc.	Robert Neil, Hull, Que.
71,153	Cuba	Hamilton	1875	Kingston, Ont.	177 0	26 0	11 5	931	599	200 sc.	Battle Island Transportation Co., Ltd., Montreal, Que.
109,412	Cunaxa	St. John, N.B.	1898	Port Glasgow, G.B.	324 5	48 0	22 5	3,125	2,048	294 sc.	Steamship Cunaxa Co., Ltd., Rothesay, N.B.
100,663	Curlew	Belleville	1895	Kingston, Ont.	35 2	7 0	2 9	9	6	5 sc.	H. A. Cartwright, Belleville, Ont.
100,413	Curlew	Ottawa	1892	Owen Sound, Ont.	116 3	19 8	11 3	158	96	50 sc.	The Minister of Marine and Fisheries, Ottawa, Ont.
122,178	Curlew	Port Arthur	1896 1903 1907	Ogdensburg, N.Y., U.S.A. " " " Port Arthur, Ont.	77 0	16 5	8 0	85	58	10 sc.	J. D. Morrison, Port Arthur, Ont.
100,770	Curlew	Toronto	1891	Toronto, Ont.	29 0	6 6	3 4	3	3	9 sc.	F. H. Gooch, Toronto, Ont.
111,877	Cygnet	Liverpool	1902	Yarmouth, N.S.	37 3	9 9	5 0	11	8	2 sc.	Liverpool Fish Co., Ltd., Liverpool, N.S.
116,698	Cygnet	Kenora	1904	Kenora, Ont.	32 0	9 0	3 0	4	3	1 sc.	George R. Crowe, Winnipeg, Man.
117,019	Cygnet	Vancouver		Vancouver, B.C.	25 8	10 4	3 4	6	4	2 sc.	The Maple Ridge Creamery & Fruit Canning Co., Ltd., Port Hammond, B.C.
112,290	Cygnet	Winnipeg	1902	Selkirk, Man.	50 0	12 0	4 5	18	12	15 sc.	Nelson River Packing Co., Ltd., Selkirk, Man.
103,579	Cynthia	Collingwood	1897	Collingwood, Ont.	60 0	11 6	6 4	35	24	4 sc.	Dominion Fish Co., Ltd., Winnipeg, Man.
107,896	Cynthia (The)	Montreal	1900	Racine, Wis., U.S.A.	18 0	4 5	2 0	1	1	1 sc.	F. Adams Briggs, Waterloo, Que.
121,729	Cypress Queen	Vancouver	1905	Actaeon Sound, B.C.	33 0	10 0	4 8	17	11	2 sc.	Charles Thulin, Lund, B.C.

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103,907	Czar	Victoria	1897	Victoria, B.C.	101 0	21 5	11 0	152	93	56 sc	Esquimalt & Nanaimo Railway Co., Victoria, B.C.
122,029	D. F. Co. 4	Liverpool	1907	Lunenburg, N.S	22 6	9 8	4 5	7	6	1 sc	John F. Seldon, Liverpool, N.S., and William H. Doggett, Whitepoint, N.S., J.O.
116,482	D. A. Gordon	Wallaceburg	1902	Wallaceburg, Ont.	115 3	23 2	7 0	148	94	32 sc	John Lee, Wallaceburg, Ont.
103,887	D. B. Mulligan	Ottawa	1897	Pembroke, Ont.	81 3	22 7	5 6	77	46	.50 sc	John Ryan, *et al.*, Pembroke, Ont.
72,575	D. C. West	Kingston	1874	Clayton, N.Y., U.S.A.	80 4	13 8	5 0	60	32	30 sc	J. Fleming, Toronto, Ont.
122,435	D. C. Whitney	Sault Ste. Marie	1882	St. Clair, Mich., U.S.A.	240 0	40 0	22 0	1,490	1,290	88 sc	Joseph Ganley, *et al*, Sault Ste. Marie, Ont.
83,298	D. D. Calvin	Kingston	1883	Garden Island, Ont.	166 0	32 0	15 1	750	483	300 sc	The Calvin Co., Ltd., Garden Island, Ont.
122,283	D. D. Mann	Shelburne	1907	Shelburne, N.S.	73 0	21 6	4 3	130	89	13 sc	The Town of Lockport, Lockport, NS.
71,134	D. P. Dey	Montreal	1866	Buffalo, N.Y., U.S.A.	35 1	11 0	4 1	11	6	6 sc	Lyon Cohen, Montreal, Que.
71,104	D. R. Van Allen	Toronto	1874	Chatham, Ont.	136 0	26 0	10 0	318	216	87 sc	Peter Payette, Penetanguishene, Ont.
90,530	D. W. Crow	Chatham, Ont	1902	Chatham, Ont.	63 0	13 0	6 0	31	18	6½ sc	H. E. Crow, Chatham, Ont.
116,361	D. McLeod	Goderich	1903	Goderich, Ont.	69 3	15 0	6 5	36	25	11 sc	Dominion Fish Co., Ltd., Winnipeg, Man.

97,119	D'Alton McCarthy	Collingwood	1893	Collingwood, Ont.	66 0	14 0	6 4	54	37	3 sc	Wm. G. Goodchild, Tp. of Malden, Ont.
*107,682	Dack	Prescott	1898	Clayton, N.Y., U.S.A.	46 5	9 3	3 3	18	12	5 sc	Wm. and W. G. Black, Belleville, Ont.
112,222	Dahinda	St. John, N.B.	1902	St. Joseph, Mich., U.S.A	25 5	6 0	2 3	2	1	4½ sc	R. S. FitzRandolph, Fredericton, N.B.
103,049	Daisy	Ottawa	1890	Carleton Place, Ont.	30 2	6 2	2 0	2	1	3 sc	Claude McLachlin, Arnprior, Ont.
100,657	Daisy	"		Alexandria Bay, N.Y., U.S.A.	39 0	6 1	3 1	2	2	5 sc	G. B. Magee, Merrickville, Ont.
100,465	Daisy	Quebec	1893	Quebec, Que.	41 6	11 0	4 5	15	10	12 sc	Minister of Public Works, Ottawa, Ont.
112,245	Daisy	Vancouver	1902	Vancouver, B.C.	35 8	9 8	4 2	13	9	8 sc	W. R. Jones and S. Pallen, J.O., Vancouver, B.C.
88,375	Daisy	Victoria	1885	Comox, B.C.	71 0	14 4	5 6	60	41	11 sc	F. Anderson and J. Dixon, Victoria, B.C.
111,457	Daisy	Winnipeg	1901	Selkirk, Man.	57 5	12 0	6 0	27	8	3 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
103,658	Daisy Moore	"	1884 1900	Ohio, U.S.A. Kenora, Ont	57 0	12 0	5 2	38	21	3 sc	Thomas Robinson, Kenora, Ont.
94,881	Dama	Quebec	1889	Sorel, Que.	91 8	13 2	4 4	55	37	45 sc	A. N. Mercer, Les Escoumains, Que.
116,805	Dandy	Sorel	1905	Hull, Que.	72 0	17 0	8 0	77	36	19 sc	J. Larivierre, Ste. Anne de Bellevue, Que.
116,726	Daniel	St. John, N.B.	1904	St. John, N.B.	50 8	12 9	5 8	29	20	12 sc	Daniel F. Tapley, M.O., St. John, N.B.
117,058	Dannie Goodwin	Canso	1907	Dartmouth, N.S.	48 8	14 9	6 0	21	21	4 sc	Fish Limited, Canso, N.S.
122,028	Daphne	Liverpool		U.S.A.	44 0	10 4	4 6	11	7	5 sc	Vincent J. Paton, and Fred. W. Clark, Bridgewater, N.S.
122,364	Daphne	Vancouver	1906	Lund, B.C.	26 0	7 3	2 9	9	6	1 sc	William R. Armson, Lund, B.C.
122,375	Daring	"	1907	Vancouver, B.C.	72 0	17 8	8 0	81	55	16 sc	William W. White, Vancouver, B.C.
116,948	Dart	Kenora	1904	Kenora, Ont	21 0	6 0	2 3	2	1	4 sc	The Scott Hudson Building Co., Ltd., Kenora, Ont.
90,889	Dartmouth	Halifax	1888	Yarmouth, N.S.	136 0	28 4	10 7	311	196	75 pa	The Dartmouth Ferry Commission, Dartmouth, N.S.
111,599	Dauntless	New Westminster	1901	New Westminster, B.C.	92 0	20 5	9 5	128	89	27 sc	Westminster Towing & Fishing Co., Ltd., New Westminster, B.C.
121,952	Dauntless	Port Stanley	1906	Port Bruce, Ont.	47 6	11 9	6 0	23	16	3 sc	Ervin and Edwin Smale, J.O., Port Bruce, Ont.
90,579	Dauntless	Toronto	1884	Gravenhurst, Ont.	44 6	8 0	4 5	8	5	1 sc	S. C. Macdonald, Dunnville, Ont.
122,361	Dauntless	Vancouver	1902	Bellingham, Wash., U.S.A.	32 1	7 3	3 5	10	7	3 sc	James S. Emerson, Vancouver, B.C.
85,306	David G. Thomson	Montreal	1883	Kingston, Ont.	103 3	17 3	9 8	182	75	200 sc	Montreal Transportation Co., Ltd., Montreal, Que.
116,368	David Marwick	Goderich	1905	Tobermory, Ont.	60 0	13 8	6 2	6	20	13 sc	Wm. Leslie, A. Leslie and Geo. Belrose, Tobermory, Ont.

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112,168	David Ritchie	Chatham, N.B.	1903	Chatham, N.B.	61 0	14 0	5 1	25	16	14 sc	Allan Ritchie, Newcastle, N.B.
90,820	Dawn	Port Hope	1888	Lakefield, Ont.	48 0	10 4	6 5	20	16	10 sc	S. Purser, Hall's Bridge, Ont.
121,833	Dawn	St. John, N.B	1902	St. John, N.B	26 0	7 0	3 0	5	3	1½ sc	Simeon Wellington Conrad, St. Croix, N.B.
112,174	Dawn	Toronto	1900	Toronto, Ont	27 0	6 5	2 0	3	2	1 sc	Jos. Cooper, Bracebridge, Ont.
116,445	Dawson	Shelburne	1903	Shelburne, N.S.	58 0	13 4	5 7	37	17	12 sc	Freeman Payzant, Lockeport, N.S.
107,836	Dawson	Victoria	1901	White Horse, Y.T	167 0	34 0	4 5	779	491	19 pa	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
116,695	Day Star	Kenora	1903	Kenora, Ont.	34 0	8 5	4 0	13	9	½ sc	Foreign Mission Committee of the Presbyterian Church, Kenora, Ont.
107,494	De St. Juste	Quebec	1893	St. Laurent, Isle of Orleans, Que.	37 5	7 7	3 3	5	4	8 sc	Jean Baptiste E. Letellier, Quebec, Que.
116,744	Defiance	Halifax	1904	Shelburne, N.S.	64 7	13 7	6 5	38	26	13½ sc	Frank Roberts, Halifax, N.S.
107,717	Defiance	Vancouver	1897	Tacoma, Wash., U.S.A.	62 0	16 0	5 1	90	61	5 sc	Terminal Steam Navigation Co., Ltd., Vancouver, B.C.
96,856	Delila	Sarnia	1896	Port Huron, Michigan, U.S.A.	32 0	6 2	3 4	4	3	2 sc	Jos. David, Carmanah, Ont.
61,134	Delisle	Montreal	1869	Buffalo, N.Y., U.S.A.	62 4	14 8	7 4	46	17	50 sc	Minister of Public Works, Ottawa, Ont.
117,004	Delphia	Vancouver	1902	Tacoma, Wash., U.S.A.	16 0	5 2	1 7	1	.....	¼ sc	Hugh P. Smith, Vancouver, B.C.
90,618	Delta	Moncton	1889 1895	Hillsboro, N.B.	34 5	12 8	4 8	20	12	15 sc	Edward Kinnie, Albert, N.B.

00,644	Delta	Vancouver	1889	Victoria, B.C.	47 5	9 5	4 4	15	10	6 sc	Abernethy & Lougheed, Ltd., Port Haney, B.C.
90,805	Delta	Victoria	1886	Ladner's Landing, B.C.	54 0	14 0	4 3	25	17	1 sc	J. A. Goodall, Nanaimo, B.C.
121,669	Denisa	Quebec	1905	Portneuf, Que	55 8	14 8	6 4	38	26	6 sc	Joseph Alphonse Lemay, Portneuf, Que.
103,310	Denver	Vancouver	1896	New Westminster, B.C.	36 0	8 5	3 8	9	6	2 sc	Canadian Pacific Ry. Co., Montreal, Que.
78,042	Derby	Chatham, N.B.	1878	Chatham, N.B.	50 5	7 7	3 1	12	9	14 pa	J. C. Miller, Derby, N.B.
103,889	Derby	Ottawa	1897	Ottawa, Ont	35 8	9 1	3 0	3	3	4 sc	Basil Tessier, Pembroke, Ont.
107,422	Derry Carne	Brockville	1900	Racine, Wis., U.S.A.	15 5	4 5	2 8	3	2	1 sc	W. D. Morris, Ottawa, Ont.
71,150	Despatch	Goderich	1878	Buffalo, N.Y., U.S.A.	71 5	15 3	5 6	33	22	25 sc	W. J. Pulling, Windsor, Ont.
96,986	Despatch	New Westminster	1888	Revelstoke, B.C.	54 0	10 8	4 5	37	23	2 pa	Columbia & Kootenay Steam Nav. Co., Ltd., Nelson, B.C.
103,297	Despatch	New Westminster	1889	Seattle, Wash., U.S.A.	33 6	9 0	2 9	7	5	1 sc	The Alberta & B.C. Exploration Co., Ltd., London, Eng.
112,302	Despatch	Winnipeg	1904	Selkirk, Man	42 6	9 6	4 0	14	10	1 sc	The Dominion Fish Co., Ltd., Selkirk, Man.
92,729	Devenish	Toronto	1886	Toronto, Ont.	32 8	6 3	3 3	3	2	6 sc	W. Packer, Wood Township, Simcoe Co., Ont.
100,695	Diamond	Sydney	1894	Pictou, N.S.	43 3	12 4	5 6	23	15	10 sc	Burpee Tupper, Parrsboro, N.S.
100,594	Diane	Montreal	1891	Sorel, Que	65 3	10 0	4 8	23	16	10 sc	H. Beauchemin, Sorel, Que.
122,254	Dick	Quebec	1906	Montmagny, Que.	71 4	16 0	4 4	42	27	8 pa	Price Bros. & Co., Ltd., Quebec, Que.
103,930	Dickson	Peterborough	1890	Simcoe, Ont	28 6	10 0	3 3	16	10	20 pa	The Dickson Co., Peterborough, Ont.
64,645	Dirigo	St. John, N.B.	1872	Carleton, N.B.	66 2	17 5	9 1	70	48	35 sc	G. S. Mayes, St. John, N.B.
122,393	Distributor	Victoria	1908	Victoria, B.C.	136 6	30 4	5 4	607	379	15 pa	The Grand Trunk Pacific Railway Co., Montreal, Que.
59,906	Diver	Quebec	1869	St. Thomas, Que	72 5	23 5	8 4	86	59	22 sc	Pierre Bégin, Quebec, Que.
126,214	Dodger	Vancouver	1908	Port Moody, B.C.	30 5	8 7	3 0	5	3	3 sc	Raymond Wooldridge, Port Moody, B.C.
122,517	Dola	Vancouver	1907	Vancouver, B.C.	96 3	21 8	10 9	176	120	39 sc	Vancouver Tug & Barge Co., Ltd., Vancouver, B.C.
100,664	Dolce	Kingston	1894	Gananoque, Ont.	42 3	7 4	2 9	5	3	8 sc	J. W. Church, Gananoque, Ont.
107,219	Dolly	Winnipeg	1900	Winnipeg, Man.	24 0	7 0	3 0	3	1	8 sc	A. J. McPherson, Dauphin, Man.
111,928	Dolly Gray	Toronto	1900	Dorset, Ont	35 5	7 0	2 8	5	3	1 sc	William Howard, Baysville, Ont.
116,304	Dolphin	Charlottetown	1904	Charlottetown, P.E.I.	34 2	9 4	3 9	7	7	1 sc	E. S. Kerry, Charlottetown, P.E.I.

* Formerly a sailing vessel.

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built. — Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largueur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H.P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou proprietaire gérant, et adresse.
90,714	Dolphin	Halifax	1886	Dartmouth, N.S	39 6	12 0	4 5	13	9	12 sc	The Maritime Clay Works, Ltd., Pugwash, N.S.
†90,710	Dolphin	Montreal	1887	Port Dalhousie, Ont	37 0	6 1	3 0	6	5	6 sc	John T. Nicholson, Montreal, Que.
80,680	Dolphin	Ottawa	1881	Montreal, Que	74 4	18 5	8 1	70	37	32 sc	Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,596	Dolphin	Owen Sound			49 0	12 5	5 1	24	17	33 sc	Jas. Playfair and D. L. White, Jr., J.O. ,Midland, Ont.,
92,441	Dolphin	Toronto	1871	E. Cowes, I. of W., Eng.	50 0	10 0	4 3	13	9	4 sc	The Savanagh Lumber Co., Ltd., Penetanguishene, Ont.
122,349	Dolphin	"	1906	Toronto, Ont..	24 0	4 8	2 7	2	1	½ sc	George M. Henry, Gregory, Muskoka, Ont.
111,992	Dolphin	Vancouver	1902	Lund, B.C	47 4	11 0	5 8	20	14	9 sc	McFadon Logging Co., Ltd., Vancouver, B.C.
111,922	Dolphin E	Toronto	1901	Bayonne City, N. J., U.S.A.	36 0	6 8	2 2	6	4	— sc	Miss Minnie McVicar, Paris, Ont.
83,419	Dominion	Port Hope	1884	Lindsay, Ont	79 0	14 0	4 5	46	29	40 pa	Francis Burke, Lindsay, Ont.
116,414	Dominion	Victoria	1904	Victoria, B.C	57 5	11 8	4 4	18	10	6 sc	J. J. Goodwin, Victoria, B.C.
107,108	Don	"	1898	"	27 8	7 8	3 5	4	3	1 sc	John T. Braden, Victoria, B.C.
111,788	Don	Victoria	1902	Victoria, B.C	28 0	8 0	3 8	4	3	2 sc	Edwin Dickinson, Victoria, B.C.
126,147	Don de Dieu	Sorel	1907	Sorel, Que	31 0	6 8	2 2	3	2	1 sc	Jean A. Chapdelaine, Sorel, Que.
111,963	Donald	Picton, Ont	1907	Napanee, Ont	36 0	8 7	3 2	10	7	½ sc	John Thompson, South Bay, Ont.

† Formerly "City of Stratford."

* 94,988	Donnelly	Toronto	1863	Montreal, Que	142 0	24 7	3 8	319	90	43 pa.	The Donnelly Salvage & Wrecking Co., Ltd., Kingston, Ont.
96,710	Dora	Ottawa	1889	Opemican Lake, Que.	61 6	13 0	5 5	48	44	30 sc.	The Minister of Public Works, Ottawa, Ont.
111,764	Dorcas	Brockville	1897	Kingston, Ont	31 2	5 6	3 0	3	2	½ sc.	Dr. W. F. Jackson, Brockville, Ont.
† 116,263	Doric	Toronto	1903	Toronto, Ont.	260 0	43 2	25 2	2,359	1,452	106 sc.	The Northern Navigation Co. of Ontario, Ltd., Toronto, Ont.
111,562	Dorothe	Toronto	1900	Penetanguishene, Ont.	33 0	8 4	3 3	8	6	1 sc.	W. F. Thomson, Rose Point, Ont.
117,110	Dorothy	Ottawa	1903	Cache Bay, Ont.	48 0	9 0	3 0	12	8	6 sc.	R. Booth, R. W. Gordon and G. Gordon, J.O., Pembroke, Ont.
122,016	Dorothy	"	1906	North Bay, Ont.	35 6	10 2	3 6	5	3	¾ sc.	Jno. M. and Herbert Wallace, Cobalt, Ont.
122,370	Dorothy	Vancouver	1907	Vancouver, B.C.,	31 8	8 6	4 1	10	7	3 sc.	Duncan Bell-Irving, Vancouver, B.C.
111,980	Dorothy	Vancouver	1902	Vancouver, B.C.	42 5	10 2	4 8	20	13	9 sc.	W. H. Armstrong, Vancouver, B.C.
116,878	Dorothy J.	St. Catharines	1907	Dunnville, Ont.	34 0	10 0	4 5	10	7	3 sc.	John F. Crawford and Saunders Hoover, Tp. Dunn, Haldimand, Ont.
122,497	Dorothy N.	Chatham, N.B	1907	Newcastle, N.B.	60 0	17 8	5 3	46	29	12 sc.	Finlay R. McD. Russell, Vancouver, B.C.
100,397	Dortha	Brockville	1894 1908	Hamilton, Ont Huntsville, Ont.	77 4	19 0	5 0	102	83	8 sc.	The Huntsville Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
88,292	Dot	Quebec	1884	Quebec, Que.	33 8	9 5	4 0	10	7	5 sc.	D. Champoux, D'Israeli, Wolfe Co., Que.
103,212	Dottie	Ottawa	1888	Carleton Place, Ont.	25 4	5 2	2 1	1	1	3 sc.	Mrs. Jeannie F. Ferguson, North Bay, Ont.
92,733	Douglas	Toronto	1888	Midland, Ont.	30 4	7 9	4 2	5	4	6 sc.	The Georgian Bay Consolidated Lumber Co., Ltd., Waubaushene, Ont.
‡ 98,030	Douglas	Victoria	1881	Renfrew, G.B	214 0	25 0	14 7	741	459	160 sc.	John J. Alexander, Mazatlan, Mexico.
101,291	Douglas H. Thomas	Sydney	1892	Maryland, U.S.A	116 5	21 0	13 0	212	98	57 sc.	The Dominion Coal Co., Ltd., Montreal, Que.
88,235	Dream	Ottawa	1886	Kingston, Ont.	50 6	10 3	4 2	12	9	10 sc.	The Minister of Customs, Ottawa, Ont.
116,219	Dream	Quebec	1903	Grandes Piles, Que.	56 5	10 8	3 8	27	19	2 sc.	W. S. Coté, Grandes Piles, Que.
92,356	Dream	St. John, N.B	1881	Newark, N.J., U.S.A.	63 9	14 1	5 0	45	30	12 sc.	W. H. Thorne, St. John, N.B.
100,209	Drone	Vancouver	1892	Vancouver, B.C.	40 0	16 0	3 5	29	18	10 pa.	William Braid, Vancouver, B.C.
112,393	Druid	Ottawa	1902	Paisley, G.B.	160 0	30 1	12 5	503	149	59 sc.	Minister of Marine and Fisheries, Ottawa, Ont.
116,981	Dryden Bell	Kenora	1903	Dryden, Ont.	35 0	10 0	3 5	15	10	1⅛ sc.	W. Keith and J. M. Stockleton, J.O., Dryden, Ont.
103,342	Duchess of York	Montreal	1895	Montreal, Que.	156 8	25 3	9 4	490	262	39 pa.	Ottawa River Navigation Co., Montreal, Que.

*Formerly "Eurydice" and "Hastings." †Formerly "Tadousac." ‡Formerly "Horsa."

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116,896	Dufferin	Halifax	1905	Shelburne, N.S.	108 0	25 0	8 6	211	99	42 sc	Wm. A. Murdoch, M.O., Sherbrooke, N.S.
111,442	Dundaff	Ottawa	1899	Hull, Que	30 5	6 9	3 6	2	1	4 sc	P. Waters, Hull, Que.
† 112,207	Dundurn	Hamilton	1882	Detroit, Mich., U.S.A.	190 0	30 2	12 2	1,120	600	61 sc	Hamilton & Montreal Navigation Co., Ltd., Hamilton, Ont.
83,068	E. B. Eddy	Quebec	1881	Hull, Que	98 0	20 7	8 0	78	38	15 sc	La Compagnie de Pulpe de Chicoutimi, Ltée., Chicoutimi, Que.
125,977	E. B. Osler	Toronto	1908	Bridgeburg, Ont	491 3	56 0	26 5	6,787	4,361	203 sc	The St. Lawrence & Chicago Steam Navigation Co., Ltd., Toronto, Ont.
96,705	E. G. Laverdure	Ottawa	1889	Ottawa, Ont	66 6	13 7	5 0	54	49	22 sc	E. A. D. Morgan, Montreal, Que.
103,445	E. H. Bronson	"	1895	Pembroke, Ont.	140 7	43 7	7 7	285	180	70 pa	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
100,883	E. Ross	St. John, N.B.	1894	St. John, N.B	41 9	15 3	5 1	30	20	7 sc	J. Leonard, St. John, N.B.
92,304	Eagle	Collingwood	1887	Collingwood, Ont.	44 0	9 0	4 6	12	9	3 sc	Sarnia Log Towing Co., Ltd., Sarnia, Ont.
116,986	Eagle	Kenora	1905	Kenora, Ont	32 0	9 6	4 0	12	8	5 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
80,778	Eagle	Sarnia	1875	Buffalo, N.Y., U.S.A.	43 8	12 3	5 0	14	9	25 sc	A. Miller, Port Elgin, Ont.
107,694	Eagle	Toronto	1898	Port Severn, Ont	34 5	8 3	3 5	10	7	8 sc	James Moreau, Port Severn, Ont.

† Foreign name "Pere Marqette II."

111,549	Eagle	Vancouver	1901	Vancouver, B.C.	48 5	14 5	6 0	35	24	11 sc	The Gulf Lumber Co., Ltd., Vancouver, B.C.
111,454	Eagle	Winnipeg	1900	Selkirk, Man.	32 0	10 5	3 6	7	6	8 sc	Nelson River Packing Co., Ltd., Selkirk, Man.
94,906	Earl	New Westminster	1890	Vancouver, B.C.	72 0	16 0	7 0	75	50	21 sc	Minister of Agriculture, Ottawa, Ont.
122,334	Eau Claire	Vancouver	1906	North Vancouver, B.C.	32 0	8 7	3 0	6	4	1 sc	Gifford R. Thomson, Vancouver, B.C.
111,587	Echo	Peterborough	1901	Peterborough, Ont	27 0	6 7	3 0	5	3	4 sc	John S. M. Alexander, Peterborough, Ont.
122,536	Echo	Vancouver	1902	Anacortes, Wash., U.S.A	31 5	9 3	3 6	12	8	1 sc	John West, Nelson Island, B.C.
80,656	Ed. Arpin	Montreal	1879	St. Johns, Que.	38 0	8 2	3 5	6	4	5 sc	Ed. Arpin, St. Johns Que.
116,253	Eddie B	Toronto	1902	Victoria Harbour, Ont.	29 6	10 0	2 9	9	6	1 sc	David Baker, Midland, Ont.
96,815	Edgar P. Sawyer	Sault Ste. Marie	1886	Buffalo, N.Y., U.S.A	49 0	13 8	5 0	52	41	— sc	W. J. McMenemy, Bruce Mines, Ont.
103,933	Edith	Chatham, N.B	1897	Chatham, N.B.	56 0	12 3	5 9	22	15	12 sc	The Miramichi Pulp & Paper Co., Ltd., Chatham, N.B.
85,515	Edith	Toronto	1883	Toronto, Ont.	22 0	5 4	2 2	2	1	1 sc	J. P. Clark, Toronto, Ont.
122,511	Edith	Vancouver	1907	Vancouver, B.C.	56 9	14 6	6 8	47	32	13 sc	Bernhard M. Jorgenson and W. A. McPhalen, Vancouver, B.C.
103,901	Edith	Victoria	1897	Victoria, B.C.	67 0	14 0	5 5	42	26	9 sc	The B.C. Canning Co., Ltd., London, Eng.
116,541	Edith Ann	Kingston	1903	Kingston, Ont.	43 4	8 9	3 9	11	7	5 sc	John Davis, Kingston, Ont.
121,908	Edith C	Barrington	1906	Clarke's Harbour N.S.	39 0	13 4	6 3	16	15	⅝ sc	Eugene Wilcox, Grand Manan, N.B.
77,635	Edmond	Kingston	1879	Bedford Mills, Ont	56 4	12 1	6 8	39	23	40 sc	B. Tett, Bedford Mills, Ont.
100,406	Edna	Hamilton	1899	Hamilton, Ont	36 6	9 3	3 9	12	8	6 sc	Thomas H. Lawry, Hamilton, Ont.
103,698	Edna	Sault Ste. Marie	1891	Collingwood, Ont.	31 0	10 0	3 0	9	7	— sc	Robt. Douglas, Sault Ste. Marie, Ont.
107,368	Edna	Toronto	1898	Parry Sound, Ont.	64 0	11 5	5 7	55	30	3 sc	Mrs. Carrie E. Pratt, Parry Sound, Ont.
117,009	Edna	Vancouver	1905	Vancouver, B.C	38 3	11 0	5 2	18	12	5 sc	The Fraser River Oil & Guano Co., Ltd., Vancouver, B.C.,
111,789	Edna Grace	Victoria	1903	Victoria, B.C.	58 0	14 5	6 7	42	22	8 sc	A. G. McGregor, *et al.*, Victoria, B.C.
107,135	Edna Ivan	Goderich	1900	Goderich, Ont.	79 2	16 0	7 2	54	36	21 sc	James Purvis, Gore Bay, Ont.
116,873	Edna K	St. Catharines	1903	Youngstown, N. Y., U.S.A.	48 0	12 3	4 5	22	15	2 sc	Roy Grabell, Port Colborne, Ont.
100,321	EdnaR	Yarmouth	1892	Yarmouth, N.S.	67 0	15 6	5 6	50	24	40 sc	The Mud Island Lobster Co., Ltd., Yarmouth, N.S.
112,249	Edna W	Vancouver	1903	Vancouver, B.C.	40 0	9 1	4 9	15	10	— sc	Packers' Steamship Co., Ltd., Vancouver, B.C.

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85,426	Edward Blake	St. Catharines	1884	Welland, Ont	48 7	12 2	4 9	22	15	12 sc	William Birmingham, Ottawa, Ont.
116,389	Edward Fisk	Port Arthur	1883	Buffalo, N.Y., U.S.A.	66 0	16 0	9 0	69	47	10 sc	Canadian Towing & Wrecking Co. Ltd., Port Arthur, Ont,
103,213	Eileen	Ottawa	1893	Moose Creek, Ont	41 8	9 8	3 2	11	9	15 sc	Mrs. Stella Ann Kelly, Montreal, Que.
111,156	Elaine	St. John, N.B	1888		112 7	23 8	7 8	272	156	31 sc	The St. John River Steamship Co., Ltd., South Bay, N.B.
126,084	Elaolite	Vancouver	1908	Vancouver, B.C	31 7	8 3	4 0	10	7	1 sc	William H R. Collister, Vancouver, B.C.
92,462	Eldon	Pictou, N.S.	1887	Pinette, P.E.I	49 3	15 9	5 7	38	21	20 sc	W. H. Paint, Port Hawkesbury, N.S.
122,445	Eldred	St. John, N.B	1907	The Range, N.B	51 4	12 6	5 4	25	17	13 sc	J. F. Bridges Tug Boat Co., Ltd., Gagetown, N.B.
97,017	Eleanor	St. Catharines	1895	Port Maitland, Ont	56 0	12 0	5 8	26	18	12 sc	Frank Ross, Port Maitland, Ont.
117,080	Eleanor	Toronto	1905	Parry Sound, Ont	71 0	14 1	6 6	84	57	13 sc	Mrs. Carrie E. Pratt, Parry Sound, Ont.
69,144	Eleanor M. Cates	Sydney	1869	Wilmington, Del., U.S.A.	73 0	16 5	7 9	59	46	23 sc	W. W. Lewis, Louisburg, N.S.
90,878	Electra	Charlottetown	1887	Arcadia, N.S.	85 9	16 9	8 2	107	78	25 sc	Wm. A. Beattie, Pictou, N.S.
121,712	Electra	Vancouver	1905	Vancouver, B.C	36 6	7 4	3 5	12	8	8 sc	R. H. Sperling, M.O., Vancouver, B.C.
100,877	Electric	St. John, N.B	1889	St. John, N.B	34 0	6 8	3 0	4	3	2 sc	Frank B. Carvell, Woodstock, N.B.
92,449	Electric	Toronto	1887	Toronto, Ont	69 9	12 4	7 2	49	29	1 sc	John J. Wright, Toronto, Ont.

116,752	Elgin L. Lewis	Toronto	1904	Orillia, Ont.	70 0	12 3	5 0	50	30	6 sc	The Trader's Bank of Canada, Toronto, Ont.
96,880	Elite	Goderich	1894	Goderich, Ont.	60 6	11 8	4 8	22	16	24 sc	Seth Chapman, Gore Bay, Ont.
116,388	Eliza Williams	Port Arthur	1872	Buffalo, N.Y., U.S.A.	62 0	14 0	7 5	50	34	10 sc	Canadian Towing & Wrecking Co., Ltd., Port Arthur, Ont.
111,994	Elk	Vancouver	1902	Vancouver, B.C.	26 2	6 4	3 1	3	2	1 sc	Wm. Rae, *et al.*, Vancouver, B.C.
122,153	Elk	"			30 8	7 7	3 6	11	8	2 sc	John W. Stewart, Vancouver, B.C.
107,843	Ella	Port Rowan	1898	St. Williams, Ont.	49 2	12 0	4 5	15	10	13 sc	J. A. Dease and F. H. Pearsall, Port Rowan, Ont.
111,492	Ella	Quebec	1900	Quebec, Que	22 2	5 1	2 5	2	1	2 sc	Pierre A. Guay, Chicoutimi, Que.
121,954	Ella C.	Port Stanley	1906	Dresden, Ont.	37 0	9 1	3 9	9	5	⅝ sc	Daniel McVicker, Deseronto, Ont.
116,871	Ella H.	St. Catharines	1884	Buffalo, N.Y., U.S.A.	50 9	11 1	5 2	18	13	3 sc	Wm. P. Dixon, Niagara Falls, N.Y., U.S.A.
*77,589	Ella Ross	Deseronto	1879	Montreal, Que.	99 2	27 8	6 4	228	125	85 pa	The Rathbun Co., Deseronto, Ont.
78,038	Ella Taylor	Chatham, Ont	1883	Chatham, Ont.	60 0	14 0	6 0	34	23	70 sc	R. Leeson, Merritton, Ont.
125,245	Ella & Jennie	St. Andrews	1907	Shelburne, N.S.	50 5	16 6	7 0	29	25	2 sc	Irvin Ingalls and William J. Ingalls, Grand Manan, N.B.
121,989	Ellwood	Victoria	1907	Victoria, B.C.	25 6	8 0	3 0	7	5	⅝ sc	Frederick L. Smith and John H Smith, Victoria, B.C.
122,505	Elsa-May	Vancouver	1907	Vancouver, B.C.	32 0	10 6	4 5	12	8	1 sc	Curtis A. Davidson, Vancouver, B.C.
116,606	Elsie	Montreal	1904	Georgeville, Que.	37 4	9 0	3 3	7	5	4 sc	N. A. Beach, Georgeville, Que.
92,689	Elsie	Pictou, N.S.	1892	New Glasgow, N.S.	56 1	10 3	5 6	22	15	12 sc	Nova Scotia Lumber Co., Ltd., Sherbrooke, N.S.
122,071	Elsie	Toronto	1906	Trenton, Ont.	69 0	16 3	5 4	48	33	10 sc	Mrs. Margaret A. Clark, Toronto, Ont.
117,012	Elsie	Vancouver	1905 1908	Vancouver, B.C. Vancouver, B.C.	50 2	12 0	4 8	33	22	1 sc	James W. Hackett, Vancouver, B.C.
122,550	Elsie M	Collingwood	1908	Collingwood, Ont.	54 0	11 7	7 0	28	19	8 sc	Donald McInnes, Meaford, Ont.
96,897	Elsie Ross	Ottawa	1889	Carleton Place, Ont.	34 6	7 5	3 0	10	8	18 sc	David Gillies, Carleton Place, Ont.
	Elswood	Kingston	1865	Bedford Mills, Ont.	49 1	11 8	5 9	39	17		Neal Macdonald, Montreal, Que.
121,716	Emelie	Vancouver	1900	San Francisco, Cal., U.S.A.	25 0	6 7	2 5	6	4	⅓ sc	Horace E. Sims, Vancouver, B.C.
†112,270	Emerald	Montreal	1903	Cornwall, Ont.	140 0	21 7	6 8	385	195	30 pa	The Montreal & Cornwall Navigation Co., Ltd., Cornwall, Ont.
116,592	Emerson	Montreal	1903	Collingwood, Ont.	108 0	23 0	14 0	276	188	94 sc	Montreal Transportation Co., Ltd., Montreal, Que.

* Formerly "Gipsy." † Formerly "Garnet."

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—*Continued.*

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur in pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
96,900	Emile	Ottawa	1892	Ottawa, Ont	50 0	13 0	5 2	12	8	20 sc	Elie Dufresne, Three Rivers, Que.
117,083	Emily May	Collingwood	1906	Collingwood, Ont	59 0	14 0	6 0	30	20	9 sc	Malcolm McInnes, Meaford, Ont.
107,260	Emma	New Westminster	1898	Lake Bennett, B.C	54 0	16 0	3 0	82	52	3 pa	Wm. J. Rant, Lake Bennett, B.C.
111,444	Emma	Ottawa	1897	Ottawa, Ont	28 0	7 2	2 4	2	1	3 sc	W. O. Spearman, Ottawa, Ont.
100,946	Emma	Toronto	1894 1901	Collingwood, Ont. Parry Sound, "	89 3	18 0	6 6	146	94	2 sc	Mrs. Carrie E. Pratt, Parry Sound, Ont.
100,430	Emma C	Ottawa	1890	Ottawa, Ont	24 4	5 1	2 5	1	1	3 sc	L. J. Coursolles, Ottawa, Ont.
*116,543	Emma L	Montreal	1903	Farran's Point, Ont	68 4	14 8	7 8	56	22	40 sc	The Sincennes McNaughton Line, Ltd., Montreal, Que.
163,163	Emmeline	Vancouver	1896	Vancouver, B.C	29 4	7 9	3 4	5	4	2 sc	Michael Kamano, Alert Bay, B.C.
116,309	Empress	Charlottetown	1906	Newcastle-on-Tyne, G.B.	235 0	34 2	20 0	1,342	612	365 sc	The Charlottetown Steam Navigation Co., Ltd., Charlottetown, P.E.I.
‡73,086	Empress	Montreal	1873 1886	Ottawa, Ont. Montreal, Que.	185 3	27 6	8 1	678	372	152 pa	Ottawa River Navigation Co., Montreal, Que.
100,422	Empress	Ottawa	1891	Sturgeon Falls, Ont	63 0	14 3	5 6	36	28	40 sc	The French River & Nipissing Nav. Co., Ltd., Sturgeon Falls, Ont.
107,815	Empress	Peterborough	1899	Lakefield, Ont	93 0	15 8	5 4	84	57	— sc	Trent Valley Navigation Co., Bobcaygeon, Ont.
100,679	Empress	Vancouver	1894	Vancouver, B.C	33 8	7 9	3 6	3	2	1 sc	George Cassady, Vancouver, B.C.
107,448	Empress	Vancouver	1897	Hong-Kong, China	27 6	7 6	3 6	7	5	2½ sc	O. P. Marshall, Vancouver, B.C.

* Formerly "D. S. Walker." ‡ Formerly "Peerless."

82,009	Empress	Winnipeg	1883	Kenora, Ont.	95 4	20 0	7 0	129	73	150 sc	A. F. D. MacGachen, Winnipeg, Man., and W. A. Weir, Kenora, Ont., J.O.
100,766	Empress Victoria	Toronto	1894	Huntsville, Ont.	76 0	17 0	6 0	106	72	5 sc	The Huntsville Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
100,022	Emulator	"	1890	Magnetawan, Ont.	49 7	10 2	4 6	25	17	2 sc	A. Walton, Magnetawan, Ont.
121,748	Ena	Vancouver	1906	Vancouver, B.C.	22 6	6 4	2 7	3	2	½ sc	William H. R. Collister, Vancouver, B.C.
85,704	Energy	Wallaceburg	1883	Wallaceburg, Ont.	81 0	20 0	6 5	116	70	40 sc	J. Hackett, Amherstburg, Ont.
126,326	English Bay Roamer.	Vancouver	1908	Vancouver, B.C.	45 9	10 8	4 6	18	12	3 sc	William Simpson, Vancouver, B.C.
121,829	Eno	Montreal	1906	St. Henry, Que.	32 5	8 3	5 8	7	5	2 sc	Charles O. Clark, Montreal, Que.
122,460	Enterprise	Charlottetown	1907	Shelburne, N.S.	108 0	25 0	8 6	211	98	42 sc	The Three Rivers SS. Co., Ltd., Georgetown and Montague, P.E.I.
116,271	Enterprise	Halifax	1903	Ship Harbour, N.S.	58 2	12 3	6 6	24	14	27 sc	Frank Roberts, Halifax, N.S.
103,240	Enterprise	Montreal	1893	Beauharnois, Que.	49 9	11 5	4 4	13	9	2 sc	W. J. Poupore, Montreal, Que.
94,714	Enterprise	Port Stanley	1892	Port Bruce, Ont.	58 0	12 0	5 5	18	13	3 sc	Levi Young, Port Bruce, Ont.
85,514	Enterprise	Toronto	1869	Rama, Ont.	81 4	23 0	6 2	148	99	60 sc	Huntsville Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
103,160	Enterprise	Vancouver	1896	Vancouver, B.C.	34 0	9 3	4 7	12	8	2 sc	Geo. H. Deighton, Vancouver, B.C.
116,926	Enterprise	Victoria	1905	Pilot Bay, B.C.	47 0	10 0	5 0	20	14	2 sc	F. Cogle, Pilot Bay, B.C.
100,023	Equal Rights	Toronto	1890	Penetanguishene, Ont.	36 0	9 3	3 8	6	4	1 sc	Grieves Robson, Tp. of Franklin, Ont.
116,691	Era	Kenora	1900	Resolution, N.W.T.	53 0	11 5	5 0	50	28	6 sc	Jas. Hislop, Fort Rae, N.W.T., and Edmund Nagle, Resolution, N.W.T.
100,021	Erastus Wiman	Toronto	1890	Huntsville, Ont.	65 0	13 3	3 4	54	36	6 sc	Mrs. Mary Denton and Lorenzo McHardy, J. O., Huntsville, Ont.
113,473	Eretria	St. John, N.B	1901	Port Glasgow, G.B.	341 0	47 6	23 5	3,464	2,255	30 sc	Steamship Eretia Co., Ltd., Rothesay, Kings Co., N.B.
116,831	Eric	Kingston	1902	Kingston, Ont.	30 3	6 1	2 8	3	2	⅓ sc	F. F. Millar, Napanee, Ont.
12,048	Erie	St. Catharines	1902	St. Joseph, Mich., U.S.A.	18 1	4 6	3 7	2	2	2 sc	Mrs. Edna R. Price, St. Catharines, Ont.
117,194	Erin	Kenora	1905	Fort Frances, Ont.	33 0	8 0	3 3	14	9	1 sc	Rat Portage Lumber Co., Ltd., Kenora, Ont.
111,827	Erin II	Vancouver	1891	New Westminster, B.C.	34 5	6 7	2 8	3	2	1 sc	C. A. Elliott and Wm. Payne, J.O., Harrison Hot Springs, B.C.
103,153	Ermine	"	1893	"	30 3	7 8	3 2	9	6	4 sc	Alexander Grierson, Vancouver, B.C.
100,087	Ernest	St. John, N.B	1892	Oromocto, N.B.	37 6	9 5	3 6	13	9	7 sc	A. Fitz Randolph, Fredericton, N.B.

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97,010	Escort	St. Catharines	1894	Port Colborne, Ont.	44 8	15 5	9 7	40	27	24 sc	The Welland Canal Tug Co., Ltd., Port Colborne, Ont.
116,424	Escort No. 2	Vancouver	1882	Coos Bay, Ore., U.S.A.	95 0	24 0	13 5	192	131	61 sc	MacKenzie Bros., Ltd., Vancouver, B. C.
126,000	Escoumains	Quebec	1907	Escoumains, Que.	76 0	16 0	6 0	74	42	17 sc	Arthur Mercier, Les Escoumains, Saguenay Co., Que.
112,176	Espanola	Toronto	1897	Toronto, Ont.	36 0	9 0	3 5	7	5	1 sc	Spanish River Paper & Pulp Co., Ltd., Toronto, Ont.
97,113	Estella	Collingwood	1891	Parry Sound, Ont.	38 0	6 0	3 2	9	6	2 sc	Edwin S. Pratt, Parry Sound, Ont.
112,066	Estelle	Peterborough	1887	New York, U.S.A.	31 0	7 0	3 5	8	6	8 sc	Charles H. Grylls, Lakefield, Ont.
116,387	Estelle	Port Arthur	1874	Watkins, N.Y., U.S.A.	66 0	13 0	7 0	51	35	6 sc	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
103,923	Esturian	Peterborough	1897	Bobcaygeon, Ont.	94 0	19 0	5 5	139	85	38 pa	The Trent Valley Navigation Co., Bobcaygeon, Ont.
85,527	Esturion	Toronto	1884	"	96 0	17 0	6 2	118	75	31 pa	" "
92,301	Ethel	Collingwood	1887	Collingwood, Ont.	42 0	10 0	4 4	13	9	8 sc	Henry Sims, Sudbury, Ont.
103,332	Ethel	Montreal	1895	Sorel, Que.	64 0	19 2	9 0	72	49	39 sc	Sincennes McNaughton Line, Ltd., Montreal, Que.
103,656	Ethel	Winnipeg	1896	Kenora, Ont	39 3	9 4	3 6	10	7	1 sc	The Cameron Islands Mining & Development Co., Ltd., Kenora, Ont.
92,710	Ethel Banning	Winnipeg	1890	Fort Frances, Ont	50 2	13 3	4 9	38	26	3 sc	A. F. D. MacGachen, Winnipeg, Man., and W. A. Weir, Kenora, Ont., J.O.
116,737	Ethel Jean	Halifax	1904	Ship Harbour, N. S.	59 4	13 8	6 5	48	33	16 sc	The Grand River Pulp & Lumber Co., Ltd., Halifax, N. S.

103,677	Ethel May	Toronto	1897	Mortimer's Point, Muskoka, Ont.	46	5	7	0	3 3	13	9	1 sc .. John Fleming, Mortimer's Point, Ont.
103,898	Ethel Ross	New Westminster	1897	Kamloops, B.C.	84	0	14	0	4 0	82	52	15 sc .. Claude R. Doxat, M. O., Ashcroft, B. C.
126,325	Ethelda	Vancouver	1908	Vancouver, B.C.	35	4	9	7	5 0	15	10	3 sc .. Albert R. Baker, Vancouver, B.C.
98,584	Ethelwold	Montreal	1890	Belfast, Ireland	208	1	28	1	12 7	956	533	130 sc .. The Ethelwold SS. Co., Ltd., Montreal, Que.
121,755	Ethola	Vancouver	1906	Vancouver, B.C.	41	3	10	0	4 9	16	11	3 sc .. John M. Atkins, Vancouver, B.C.
112,334	Ethyll Reid	Collingwood	1904	Collingwood, Ont.	63	0	13	6	6 6	36	25	10 sc .. W. A. Clark, Collingwood, Ont.
77,874	Etoile	Quebec	1879	Sorel, Que.	142	0	25	0	7 4	560	317	120 pa.. Deschambault & Lotbinière Steamship Co., Quebec, Que.
122,069	Etta	Montreal	1906	Maisonneuve, Que	40	3	10	2	3 9	13	9	4 sc .. Narcisse E. Picotte, Montreal, Que.
122,116	Etta	Sydney	1907	Sydney, C.B.	30	0	8	5	4 0	7	5	10 sc .. Albert Alman, Sydney, C.B.
64,154	Etta White	Vancouver	1871	Freeport, Wash., U.S.A.	93	0	19	6	9 0	97	82	120 sc .. John Hendry, Vancouver, B.C.
122,194	Ettie	New Westminster	1907	Galiano Island, B.C.	32	0	9	4	3 3	9	6	¾ sc .. Alexander J. Kolosoff, M.O., Eburne, B.C.
116,367	Eu Jennie	Goderich	1905	Goderich, Ont	52	0	12	0	5 3	22	15	8 sc .. John Lapointe, Spanish River, Ont.
111,906	Eugenie	Arichat	1901	Detroit, Mich., U.S.A.	35	0	8	0	2 1	5	5	8 sc .. Frederick Perrin, McNabs Island, N.S.
112,054	Euphemia	St. Catharines	1903	Port Dalhousie, Ont.	47	0	13	6	6 1	29	20	18 sc .. William Hand, Port Dalhousie, Ont.
93,940	Eureka	Quebec	1893	Glasgow, G.B.	94	7	22	0	11 9	170	19	40 sc .. The Minister of Marine and Fisheries, Ottawa, Ont.
103,581	Eva	Chatham, N.B.	1895	Douglastown, N.B.	43	0	12	5	5 0	18	12	3 sc .. R. Loggie, M.O., Loggieville, N.B.
122,358	Eva	Kingston	1906	Kingston, Ont.	28	0	5	8	2 9	3	2	2 sc .. Francis Blake, Barriefield, Ont.
85,304	Eva	Montreal	1882	Montreal, Que.	42	0	7	7	3 6	6	4	10 sc .. Geo. Bothwell, Buckingham, Que.
*103,041	Eva	Ottawa	1891 1902	Montebello, Que.	55	0	21	7	3 0	21	14	2 sc .. Joseph Nadon, Montebello, Que.
83,411	Eva	Port Hope	1881	Bobcaygeon, Ont.	72	0	13	5	4 7	34	12	30 sc .. Irene Crandell, Lindsay, Ont.
96,991	Eva	Vancouver	1891	New Westminster, B.C.	56	0	13	5	4 6	35	24	3 sc .. F. Martinolich, Vancouver, B.C.
94,689	Eva Belle	Collingwood	1890	Midland, Ont.	34	0	9	0	3 6	10	7	3 sc .. William White, Midland, Ont.
100,652	Eva Belle	Kingston	1892	Kingston, Ont.	39	8	7	8	2 7	10	7	6 sc .. The Commissioner of Fisheries, Toronto, Ont.
109,552	Eva Boat	Dorchester	1900 1905	Hopewell Cape, N.B.	27	9	7	4	3 6	4	3	10 sc .. Samuel Dunnville, Hopewell Cape, N.B.
80,606	Eva Johnson	St. John, N.B	1880	Yarmouth, N.S.	42	5	12	0	4 8	16	7	21 sc .. A. Fitz Randolph, Fredericton, N.B.

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122,154	Evangel	Vancouver	.....	.....	30 0	10 0	3 2	11	8	1 sc	Herbert Ford, Vancouver, B.C.
*58,826	Evangeline	Montreal	1869	Cowes, I. of W., G.B	60 6	11 5	5 6	24	16	12 sc	Ch. Sims and Thos. C. Sims, Little Creek, Algoma, Ont.
77,979	Evangeline	Victoria	1881	Victoria, B.C.	45 0	10 5	5 6	14	9	20 sc	Rt. Rev. Bishop of Caledonia, Metlakatla, B.C.
83,216	Evangeline	Windsor, N.S.	1882	Hantsport, N.S.	81 2	16 8	7 5	69	28	50 sc	T. C. Marsters and T. A. Marsters, J. O., Hantsport, N.S.
122,333	Eve	Vancouver	1907	Vancouver, B.C	45 0	12 0	5 7	24	16	5 sc	H. Bell-Irving Co., Ltd., Vancouver, B.C.
96,876	Evelyn	Goderich	1893	Goderich, Ont	61 0	13 8	5 3	32	22	10 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
111,888	Evelyn	Peterboro	1906	Lakefield, Ont	30 0	6 8	2 8	4	3	½ sc	J. Blewett, Lakefield, Ont.
117,161	Evelyn	Windsor, N.S.	1905	Falmouth, N.S.	51 0	12 4	5 4	14	9	9 sc	W. H. McKinlay, Falmouth, N.S.
100,301	Evelyn	Windsor, Ont.	1892	Sandwich, Ont.	67 5	17 1	9 3	85	46	33 sc	French River Tug Co., Windsor, Ont.
97,003	Evelyne Hodgkins	St. Catharines	1888	Thorold, Ont.	29 2	7 0	3 6	4	3	5 sc	Freeman Hodgkins, Toronto, Ont.
107,484	Everard	Sault Ste. Marie	1900	Gore Bay, Ont.	51 0	13 0	6 0	25	17	12 sc	M. Graham, Kagawong, Ont.
122,544	Evergreen	Vancouver	1901	Ballard, Wash., U.S.A.	49 0	13 5	9 0	39	27	8 sc	James S. Emerson, Vancouver, B.C.
116,453	Evolvo	Vancouver	1903	Vancouver, B.C.	32 5	9 5	4 1	13	9	1 sc	Albert Quinn, Broughton Island, B.C.
92,438	Express	Toronto	1887	Toronto, Ont.	35 9	7 3	3 6	4	3	1 sc	John B. Bowerman, Port Perry, Ont.

*Formerly "Zenobia."

103,151	F. R. M. & D. Co. No. 1.	Vancouver	1894	Lytton, B.C.	133 6	30 0	6 3	715	486	13 pa.	Mrs. Rachael M. McFarlane, Vancouver, B.C.
103,639	F. W. Avery	Ottawa	1895	Simcoe, Ont	37 0	16 0	3 6	14	9	20 sc.	F. W. Avery, Ottawa, Ont.
113,782	F. W. Roebling	Halifax	1890	Milford, Del., U.S.A.	102 2	22 1	12 7	162	78	40 sc.	The Halifax Tow Boat Co., Ltd., Halifax, N.S.
116,593	F. Dupré	Montreal	1904	Sorel, Que.	73 6	20 1	9 9	114	70	54 sc.	Sincennes McNaughton Line, Ltd., Montreal, Que.
100,852	Fabiola	Quebec	1893	Anse St. Jean, Que	70 2	21 9	8 5	81	55	3 sc.	Andrew Nickle, Montreal, Que.
112,276	Fairmount	Montreal	1903	Walsend, G.B.	248 6	42 0	20 6	1,895	1,184	230 sc.	Montreal Transportation Co., Ltd., Montreal, Que.
71,264	Fairy	Cobourg	1878	Harwood, Ont	52 6	10 1	7 7	23	15	20 sc.	F. B. Polson, Toronto, Ont.
80,764	Fairy	Sydney	1881	Quebec, Que.	37 1	11 2	5 3	16	9	8 sc.	Geo. M. Fraser, Edwardsville, N.S.
71,175	Falcon	Kingston	1874	Kingston, Ont.	40 0	8 8	3 1	13	7	8 sc.	J. G. Richardson, Brockville, Ont.
*111,984	Falcon	Vancouver	1902	Port Moody, B.C.	70 7	17 8	7 4	71	48	1 sc.	Minister of Marine and Fisheries, Ottawa, Ont.
100,700	Falmouth	Windsor, N.S.	1898	New Glasgow, N.S	54 2	15 1	7 3	43	29	17 sc.	S. P. Benjamin Co., Ltd., Wolfville, N.S.
100,060	Fanchon	St. John, N.B	1891	Milledgeville, N.B	83 4	21 0	4 7	111	70	33 pa.	H. J. Olive, St. John, N.B.
96,943	Fannie	"	1875	Philadelphia, Pa., U.S.A.	55 6	12 5	6 3	34	23	8 sc.	J. F. Bridges Tug Boat Co., Ltd., Gagetown, N.B.
85,322	Fanny Arnold	Owen Sound	1882	Owen Sound, Ont.	89 0	18 0	9 0	73	50	75 sc.	Spanish River Co., Spanish River, Ont.
126,205	Farquhar	Vancouver	1908	Vancouver, B.C.	63 3	16 8	8 0	72	49	16 sc.	Edmund R. Seaton, Vancouver, B.C., and Daniel H. Seaton, New Westminster, B.C.
121,711	Farragut	Vancouver		Tacoma, Wash., U.S.A.	27 5	7 1	2 7	8	5	3 sc.	The Tacoma Steel Company (Incorp.), Vananda, B.C.
128,019	Fashion	Ottawa	1893	West Bay City, Mich., U.S.A.	60 8	16 6	6 0	43	27	24 sc.	The Dominion Dredging Co., Ltd., Ottawa, Ont.
122,197	Faultless	New Westminster	1907	New Westminster, B.C.	102 0	21 0	10 5	145	95	39 sc.	Westminster Towing & Fish Co., Ltd., New Westminster, B.C.
111,941	Favorite	New Westminster	1901	New Westminster, B.C.	100 0	20 0	3 8	257	162	9 sc.	G. Harvey, M.O., New Westminster, B.C.
71,243	Favorite	Toronto	1874	Buffalo, N.Y., U.S.A.	67 5	14 0	6 9	51	24	70 sc.	John Grey, North Sydney, N.S.
121,760	Favorite	Vancouver	1881	Chinook, Ore., U.S.A.	40 0	11 3	5 7	25	17	2 sc.	Wm. A. Rannie, *et al.*, Vancouver, B.C.
103,308	Fawn	New Westminster	1896	Kamloops, B.C.	62 0	11 0	4 0	33	22	— sc.	Mrs. Amelia C. Ward, Kamloops, B.C.
116,863	Fay	Ottawa	1904	Ottawa, Ont.	37 0	9 0	3 0	7	6	6 sc.	E. T. Edwards, *et al.*, Ottawa, Ont.
107,247	Fearless	New Westminster	1898	New Westminster, B.C.	64 0	15 0	6 5	53	36	13½ sc.	Jos. Meyer, M.O., New Westminster, B.C.

* Formerly "Ruth."

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92,422	Fearless	Prescott	1886	Iroquois, Ont.	56 0	12 0	5 0	46	32	10 sc	Mrs. Sarah M. Carman, Iroquois, Ont.
100,466	Fearless	Quebec	1893	Quebec, Que	35 8	8 5	4 1	10	7	7 sc	Jas. King, Quebec, Que.
122,221	Ferdinand	Montreal	1905	St. Antoine, Que	87 0	17 6	5 4	76	48	28 sc	Ferdinand Fecteau, St. Antoine, Que.
107,504	Fern	Quebec	1895	Quebec, Que	22 2	5 5	1 8	2	1	1½ sc	T. Magnan, Ste. Thècle, Que.
111,983	Fern	Vancouver	1902	Vancouver, B.C.	47 4	11 6	4 5	24	17	3½ sc	Mrs. Charlotte A. Gardner, Victoria, B.C.
112,292	Fern	Winnipeg	1902	Winnipeg, Man.	49 0	9 5	5 5	16	12	12 sc	Stephen Sigurdsson, Hnausa, Man.
126,089	Fernie	Vancouver			37 6	8 4	3 3	8	6	5 sc	Dominic Burns, Vancouver, B.C.
107,174	Fida	Port Arthur		Collingwood, Ont	24 0	6 5	2 4	2	2	1 sc	Ben. Almos, Jack Fish, Ont.
103,644	Fidelia	Toronto	1897	Kingston, Ont	38 9	7 6	4 1	9	6	5 sc	A. W. Blackford, Toronto, Ont.
77,591	Filgate	Montreal	1879	Montreal, Que	158 0	25 4	7 8	425	237	100 pa	The Montreal & Cornwall Navigation Co., Ltd., Cornwall, Ont.
103,152	Fingal	Vancouver	1895	Vancouver, B.C.	85 0	19 1	6 5	91	60	3 sc	Coast Steamship Co., Ltd., Vancouver, B.C.
90,724	Fire Fly	Halifax	1886	Chatham, N.B.	22 5	5 0	2 5	1	1	1 sc	Wm. Marshall Black, Halifax, N.S.
33,438	Fire Fly	Montreal	1844 1855	Montreal, Que	108 3	17 9	6 2	214	130	— pa	Richelieu & Ontario Nav., Co., Montreal, Que.
111,593	Fire Fly	New Westminster	1901	New Westminster, B.C.	56 0	17 0	4 5	46	29	4 pa	B. C. Mills, Timber & Trading Co., Vancouver, B.C.

121,776	Fire King	Winnipeg	1906	Winnipeg, Man	96 0	19 0	5 0	102	69	4 pa	Manitoba Sand & Dredging Co., Ltd., Winnipeg, Man.
100,133	Fisherman	"	1892	Selkirk, Man	66 5	15 4	5 4	44	30	5 sc	Northwest Navigation Co., Ltd., Winnipeg, Man.
†112,080	Five Roses	Kenora	1902	Kenora, Ont	54 5	12 0	4 0	43	29	2 sc	. Connors and Robert Ferris, J.O., ERainy River, Ont.
107,326	Flash	Halifax	1898	Charlottetown, P.E.I	38 0	8 4	3 8	8	5	8 sc	m. Beazley, Halifax, N.S.
107,817	Flash	Peterborough	1899 1903	Peterborough, Ont. Lakefield, Ont	34 0	6 4	2 5	6	4	2 sc	Mrs. Margaret Breeze, Peterborough, Ont.
116,727	Fleada	St. John, N.B	1905	St. John, N.B	35 8	7 4	3 7	6	4	1 sc	J. D. Purdy, St. John, N.B.
121,961	Fleetwing	Kingston	1905	Gananoque, Ont	30 6	9 8	2 4	7	5	1 sc	Wm. McMaster, Amherst Is., Ont.
111,450	Fleure de Mai	Ottawa	1891	Sturgeon Falls, Ont	34 0	8 0	3 5	7	6	8 sc	Isaac Larocque, Sturgeon Falls, Ont.
72,561	Flight	Kingston	1875	Portsmouth, Ont	57 0	12 0	10 8	37	27	8 sc	C. Jones, Brockville, Ont.
100,417	Flora	Ottawa	1892	Pembroke, Ont	42 5	8 3	3 4	5	4	12 sc	W. J. Poupore, Montreal,, Que.
103,811	Florence	Belleville	1894	Napanee, Ont.	28 3	7 9	3 2	3	2	5 sc	John Milling, Fredericksburg, Ont.
103,770	Florence	Chatham, N.B	1896	Newcastle, N.B	47 5	10 1	4 6	19	13	6 sc	Lazare Allard, Carleton, Que.
121,826	Florence	Montreal	1905	Verdun, Que	35 3	6 0	2 8	3	2	3 sc	R. C. Smith, K.C., Montreal, Que.
83,072	Florence	Ottawa	1881	Rockland, Ont	81 0	18 3	7 0	62	24	34 sc	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,427	Florence	"	1889	Snyder Depot, Ont	74 5	21 4	5 0	40	32	15 pa	Canada Lumber Co., Carleton Place, Ont.
112,361	Florence	Port Hope	1901	Brighton, Ont	48 0	9 0	3 2	7	5	1 sc	E. P. Ainsworth, Brighton, Ont.
85,453	Florence	Quebec	1883	Quebec, Que	91 2	22 8	9 5	133	90	25 sc	Eugene Lamontagne, Quebec, Que.
88,309	Florence	"	1885	Levis, Que	91 0	19 8	9 0	113	30	54 sc	The Quebec Transportation & Forwarding Co., Ltd., Quebec, Que.
103,143	Florence	"	1892	Three Rivers, Que	51 6	10 8	4 1	18	12	5 sc	William Ritchie, Three Rivers, Que.
85,529	Florence	Toronto	1884	Huntsville, Ont	54 0	10 1	3 0	27	18	3 sc	Lorenzo McKenny, Huntsville, Ont.
92,725	Florence	"	1886	Schomberg, Ont	36 3	6 2	3 6	3	2	4 sc	Charles Elliott, Bradford, Ont.
97,163	Florence	Victoria	1891	Victoria, B.C	51 0	14 2	5 9	30	18	3 sc	C. F. Todd, M.O., Victoria, B.C.
103,905	Florence	"	1886	Point Blakely, U.S.A	35 3	10 4	4 4	9	6	1 sc	M. Ferguson, Nanaimo, B.C.
90,785	Florence	"	1886	Victoria, B.C	64 0	18 5	4 2	59	40	5 sc	H. M. Dumbleton, Victoria, B.C.
121,975	Florence Carlin	"	1906	Knalt, B.C.	97 5	20 4	4 6	143	90	9 pa	The Columbia River Lumber Co., Ltd., Golden, B.C.

† Formerly "Edith."

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94,770	Florence M.....	Owen Sound.....	1897	Owen Sound, Ont.	44 0	7 2	3 5	8	6	2 sc ..	J. McDonald, Sault Ste. Marie, Ont.
111,920	Florence Main ...	Toronto.....	1901 1908	Mortimer's Point, Ont. Lake of Bays, Ont.....	82 4	13 2	5 0	130	83	13 sc ..	C. O. Shaw, Huntsville, Ont.
107,894	Florida.....	Montreal.....	1900	St. Thomas de Pierreville, Que	100 0	18 7	5 8	201	128	5 sc ..	Ida Niquette, Notre Dame de Pierreville, Que.
100,034	Florissant..... .	Toronto.....	1891	Toronto, Ont.	30 0	6 0	3 0	3	2	3 sc ..	C. Elford, Toronto, Ont.
116,440	Flosie...	Vancouver	1903	Vancouver, B.C.....	30 0	8 4	3 4	12	8	2 sc ..	Geo. A. Graham, Denman Island, B.C.
90,751	Flushing	St. John, N.B.....	1882	Athens, N.Y., U.S.A...	115 9	24 0	8 2	178	73	61 sc ..	Parker Glasier, Lincoln, Sunbury Co., N.B.
121,978	Flutterby.....	Victoria..	1906	Victoria, B.C.....	20 0	5 4	3 0	2	2	2 sc ..	Arthur E. C. Lane, Duncans, B.C.
107,712	Flyer....	New Westminster...	1899	Vancouver. B.C	65 6	14 3	6 9	48	32	14 sc ..	Geo. E. Gilley, New Westminster, B.C.
103,674	Flyer.....	Toronto	1892	Kingston, Ont.....	39 2	6 4	2 8	4	3	3 sc ..	John Rogers, Port Sandfield, Ont,
116,455	Flying Cloud.....	Victoria.....	1903	Vancouver, B.C.	36 4	10 1	4 7	16	11	1 sc ..	Henry Muench, Langley, B. C., and Samuel Roberts, Sidney, B. C.
112,028	Foam	Quebec.....	1900	Quebec, Que..... ..	42 6	10 8	4 3	16	7	3 sc ..	John S. Thom, Quebec, Que.
116,412	Forager.....	Victoria	1904	Victoria, B.C.....	84 0	18 8	6 6	90	57	13 sc ..	Butler Freighting & Towing Co., Ltd., Victoria, B.C.
122,167	Forest Queen.....	Vancouver	1906	Vancouver, B.C	50 5	11 7	6 0	35	24	6 sc ..	Neil A. McKinnon, Vancouver, B.C.
107,178	Forester.....	Port Arthur	1899	Port Arthur, Ont.....	32 0	7 8	3 0	5	3	1 sc ..	Thomas R. Woodside, Port Arthur, Ont.

92,344	Forrest	Quebec	1887	Chicoutimi, Que	58 0	11 1	7 0	26	18	15 sc	B. J. Kaine, Ha! Ha! Bay, Que.
90,772	Forrester	Windsor, Ont.	1885	Windsor, Ont.	30 8	7 6	2 5	3	2	6 sc	J. Flintoft, Sarnia, Ont.
103,225	4 Macks	Ottawa	1889	Kingston, Ont.	25 0	4 8	2 4	1	1	3 sc	J. C. McNie, *et al.*, Carleton Place, Ont.
121,750	Four Winds	Vancouver	1906	Vancouver, B.C	26 0	9 7	5 8	8	5	1 sc	James E. Macrae, Vancouver, B.C.
	Frances	Kingston	1864	Bedford Mills, Ont.	55 2	11 4	7 6	47	24		T. H. Kirby, Ottawa, Ont.
126,051	Frances W.	Owen Sound	1908	Collingwood, Ont.	59 0	16 0	8 0	43	41	8 sc	Owen Sound Dredge & Construction Co., Ltd., Owen Sound Ont.
107,895	Frank	Montreal	1900	Cardinal, Ont.	40 0	10 0	3 2	16	3	25 sc	Gaspard Deserres, Montreal, Que.
92,337	Frank	Quebec	1886	St. Leon, Que.	65 0	16 6	4 4	58	39	30 sc	Mrs. Eliza A. Stanton, St. Leon, Que.
103,651	Frank Burton	Winnipeg	1896 1902	Selkirk, Man.	65 0	15 0	7 8	94	63	15 sc	Northwest Navigation Co., Limited, Selkirk, Man.
116,386	Frank C. Barnes	Port Arthur	1892	Manistee, Mich., U.S.A.	66 0	16 0	8 0	63	43	10 sc	Thunder Bay Contracting Co., Ltd., Port Arthur, Ont.
80,649	Frank C. Batt	Charlottetown	1883	Yarmouth, N.S.	59 5	13 6	5 9	33	16	30 sc	Joseph Read, Summerside, P. E. I.
107,192	Frank G. McAulay	Southampton	1898	Southampton, Ont	67 6	15 8	7 3	43	29	60 sc	D. McAulay, Southampton, Ont.
83,390	Frank Jackman	Toronto	1882	Oakville, Ont.	65 0	15 5	6 6	39	26	75 sc	Wm. J. Finn, Montreal, Que., and Solomon Thompson, Toronto, Ont., J.O.
117,079	Frank L	"	1905	Parry Sound, Ont.	68 7	14 0	6 6	46	31	10 sc	Wm. H. Oldfield, Parry Sound, Ont.
112,083	Frank Marshall	Kenora	1903	Kenora, Ont	52 0	12 5	5 5	30	20	— sc	Frank Marshall, Kenora, Ont.
126,122	Frank N. McCrea	Kingston	1908	Kingston, Ont.	47 8	11 0	5 0	19	10	3 sc	John H. Davis, Kingston, Ont.
70,287	Frank Perew	Montreal	1867	Buffalo, N.Y., U.S.A.	72 6	16 6	6 7	43	24	110 sc	Minister of Railways and Canals, Ottawa, Ont.
92,648	Frankie	Wallaceburg	1888	Wallaceburg, Ont.	41 5	9 8	3 1	24	16	1 sc	John Lee, Wallaceburg, Ont.
116,223	Frankie II	Quebec	1903	Quebec, Que.	45 0	11 1	4 6	17	8	20 sc	Michael J. Hackett, Quebec, Que.
103,159	Fraser	Vancouver	1896	Vancouver, B. C.	67 2	12 4	4 8	36	25	6 sc	Wm. Hickey, Vancouver, B.C.
116,715	Fraserville	Quebec	1904	Port Glasgow, G.B.	60 0	15 3	7 4	51	35	16 sc	D. Fraser, D. Fraser, Jr., Fredericton, N.B., and A. Fraser, Cabano, Que., J.O.
107,415	Fred	Montreal	1899	Montreal, Que.	48 4	12 1	5 9	24	16	17 sc	Sincennes McNaughton Line, Ltd. Montreal, Que.
94,688	Fred A. Hodgson	Collingwood	1890	Collingwood, Ont.	83 8	16 9	6 8	63	43	6 sc	A. Lymburner, Eastnorth, Que.
92,302	Fred Davidson	"	1887	Penetanguishene, Ont.	62 0	14 7	6 9	43	29	10 sc	Chas. L. D. Sims, Little Current, Ont.

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103,260	Fred Glasier	St. John, N.B.	1896	Lincoln, N.B.	37 9	8 8	4 1	10	7	6 sc.	Parker Glasier, Lincoln, Sunbury Co., N.B.
.....	Fred. Hotchkiss	Toronto	1870	Collingwood, Ont	48 6	8 6	5 0	18	13	.....	Muskoka Mill & Lumber Co., Toronto, Ont.
111,791	Fred. L.M. Paint	Port Hawkesbury	1902	Port Hawkesbury, N.S.	68 0	17 9	8 9	88	39	24 sc.	W. H. Paint, Port Hawkesbury, N.S.
92,478	Fred. M. Batt	Charlottetown	1888	Mt. Stewart, P.E.I.	67 5	18 0	7 7	60	38	14 sc.	The Island Tug Co., Ltd., Charlottetown, P.E.I.
103,699	Freddie	Sault Ste. Marie	1897	Richard's Landing, Ont.	28 0	7 6	3 4	5	3	— sc.	F. V. Rodgers, Richard's Landing, Ont.
122,080	Freddie Adams	Toronto	1906	Parry Sound, Ont.	40 0	8 7	5 0	16	11	1 sc.	George Enoch Adams, Parry Sound, Ont.
80,621	Freddie V.	Yarmouth	1881	Yarmouth, N.S.	61 0	13 2	5 6	27	13	40 sc.	Hugh Cann, Yarmouth, N.S.
112,301	Frederick	Winnipeg	1904	Selkirk, Man.	63 8	15 0	6 4	36	27	10 sc.	The Northwest Navigation Co., Ltd., Selkirk, Man.
103,773	Frederick A.	Chatham, N.B	1896	Pictou, N.S	57 0	14 3	5 8	31	21	16 sc.	Chas. D. Wasson, M.O., St. John, N.B.
100,584	Frolic	Montreal	1890	Montreal, Que.	47 0	9 2	5 8	16	10	2 sc.	Octave Maussette, Grand Mere, Que.
111,767	Frontenac	Kingston	1901	Garden Island, Ont.	89 0	21 8	7 8	111	64	75 sc.	The Calvin Co., Ltd., Garden Island, Ont.
121,782	Frontenac	Ottawa	1903	Westmeath, Ont.	34 4	9 4	3 6	11	7	$\frac{5}{6}$ sc.	Wm. J. A. Fraser, Ottawa, Ont.
107,668	Frontenac	Quebec	1899	Lévis, Que.	119 6	28 1	9 6	304	206	48 sc.	La Compagnie Maritime et Industrielle de Lévis, Lévis, Que.
116,614	Frontiersman	Dawson	1908	White Horse, Y.T.	44 8	7 0	2 5	4	4	— sc.	Thomas Smith, White Horse, Y. T.

103,882	G. B. Greene	Ottawa	1896	Quyon, Que.	142 4	41 8	8 0	255	218	125 pa.	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
116,647	G. B. Pattee II	"	1904	"	61 5	14 7	6 1	51	38	4 sc.	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
66,912	G. D. Hunter	St. John, N.B.	1873	Portland, N.B.	72 0	18 5	8 1	68	13	46 sc.	A. B. Ruddock, St. John, N.B.
85,291	G. H. Notter	Ottawa	1881	Buffalo, N.Y., U.S.A.	42 0	11 0	6 0	14	9	20 sc.	George Dansereau, Grenville, Que.
103,269	G. K. King	St. John, N.B.	1897	Gondola Point, N.B.	57 2	15 1	6 4	45	31	15 sc.	Mrs. C. A. Waring, *et al.*, St. John, N.B.
92,288	G. P. McIntosh	Owen Sound	1888	Meaford, Ont.	78 0	16 0	7 3	58	40	60 sc.	Dominion Fish Co., Ltd., Winnipeg, Man.
103,570	Gadabout	Montreal	1895	New York, N.Y., U.S.A.	30 6	6 8	2 6	3	2	1 sc.	C. R. Hosmer, Montreal, Que.
107,409	Gadfly	"	1898	Jersey City, N.J., U.S.A.	27 2	7 2	2 4	2	2	1 sc.	James Bryce Allan, Montreal, Que.
107,206	Galatia	Winnipeg	1898	Wabigoon, Ont.	60 0	12 5	3 8	46	30	6 sc.	L. R. Johnstone, Wabigoon, Ont.
112,079	Gale	Kenora			22 0	5 5	3 0	3	1	1 sc.	Foley Mines Co., Ltd., Mine Centre, Ont.
96,983	Galena	New Westminster	1888	Kootenay River, U.S.A.	79 8	16 0	5 0	73	50	3 sc.	M. T. Johnston, Victoria, B.C.
83,130	Gambinus	Halifax	1881	Halifax, N.S.	48 0	15 2	5 5	28	19	20 sc.	Halifax Breweries Co., Ltd., London, Eng.
122,605	Gamma	Kenora	1906	Hamilton, Ont.	23 0	6 3	3 8	2	2	1 sc.	John A. Johnston, Ignace, Ont.
121,763	Ganges	Vancouver	1905	Vancouver, B.C.	47 5	11 1	5 1	22	15	2 sc.	J. J. Malcolm and Percy Purvis, J.O., Ganges, B.C.
100,035	Garden City	Toronto	1892	Toronto, Ont.	177 9	26 1	10 0	637	401	150 pa.	The Niagara, St. Catharines & Toronto Nav. Co., Ltd., Toronto, Ont.
96,903	Garnet	Kingston	1889	Kingston, Ont.	53 0	11 6	4 5	19	12	9 sc.	James P. MacDonald, Missasaga Island, Ont.
*70,228	Gaspesian	Quebec	1874	Wallsend-on-Tyne, G.B.	160 8	27 1	11 3	490	287	70 sc.	François Bouchard, *et al.*, Quebec, Que.
121,762	Gazeka	Vancouver	1906	Vancouver, B.C.	34 2	13 5	4 9	19	13	1 sc.	C. B. Macneill, Vancouver, B.C.
107,710	Geisha	Toronto	1900	Toronto, Ont.	50 9	10 0	4 2	20	13	1 sc.	John Hendry, Toronto, Ont.
121,749	Geisha	Vancouver		Hong Kong, China	20 0	5 5	3 0	2	1	½ sc.	Geo. Giles, Wm. Thompson and David Harkness, Vancouver, B.C.
100,546	Gem	Digby	1896	Westport, N.S.	32 0	6 5	4 6	5	2	6 sc.	John E. Moore, Westport, N.S.
103,684	Gem	Toronto	1897	Port Sydney, Ont.	51 4	10 0	4 0	27	18	3 sc.	A. S. Smith, Stephenson Township, Muskoka, Ont.
96,985	Gemini	New Westminster	1891	New Westminister, B.C.	49 0	7 6	3 8	8	6	3 sc.	James A. Clarke, New Westminster, B.C.
107,482	Genl. Weitzel	Sault Ste. Marie	1881	Buffalo, N.Y., U.S.A.	57 0	12 0	5 9	32	24	5 sc.	W. H. Plummer, Sault Ste. Marie, Ont.
85,526	General Wolseley	Toronto	1884	Oakville, Ont.	103 0	20 2	6 1	123	70	65 pa.	John Nisbet, M.O., Owen Sound, Ont.

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116,966	Geneva	St. Andrews	1904	Belfast, Me., U.S.A.	42 6	11 8	4 0	14	6	15 sc	G. D. Grimmer, West Isles, N.B.
117,071	Geneva	Toronto	1905	Orillia, Ont.	80 7	16 3	5 3	92	58	10 sc	William Thomson, Orillia, Ont.
85,353	Geo. A. Harris	Ottawa	1882	Hull, Que	90 0	18 8	7 2	87	56	37 sc	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,335	George A. R.	Yarmouth	1900	U.S.A.	16 0	4 0	2 4	1	1	2 sc	George H. Robertson, Pubnico, N.S.
121,821	George Crete	Montreal	1905	Grandes Piles, Que.	54 0	10 9	2 6	17	10	1 sc	George Crete, Grandes Piles, Que.
111,974	Geo. D. Morrison	Southampton	1905	Kincardine, Ont.	57 6	13 7	5 0	23	16	4⅛ sc	William Morrison, Kincardine, Ont.
75,644	George Douglas	St. Catharines	1880	Thorold, Ont	56 6	14 6	6 3	42	18	75 sc	James Cannan, Owen Sound, Ont.
122,437	George Emerson	Sault Ste. Marie	1888	Buffalo, N.Y., U.S.A.	61 0	14 7	6 0	31	21	8 sc	Thomas Ganley, Sault Ste. Marie, Ont.
116,411	Geo. F. Piper	Victoria	1904	Nakusp, B.C.	78 0	16 0	6 2	70	48	16 sc	Empire Lumber Co., Ltd., Revelstoke, B.C.
121,968	George H	Kingston	1886	Kingston, Ont	31 4	6 0	2 6	4	3	1 sc	Mrs. George A. Hammond, Kingston, Ont.
122,643	George H. Johnson	Ottawa	1908	Arnprior, Ont.	50 0	15 0	6 0	56	50	5 sc	McLachlin Brothers, Ltd., Arnprior, Ont.
121,810	George L.	Digby	1906	Shelburne, N.S.	67 0	17 6	7 4	61	42	13 sc	Albert J. Lutz, Moncton, N.B.
71,218	George Maytham	Sarnia	1870	Buffalo, N.Y., U.S.A.	53 6	15 7	7 8	40	27	50 sc	D. B. McCrae, Meldrum Bay, Ont.
111,809	Geo. W. Cuyler	Sault Ste. Marie	1880	West Bay City, Mich., U.S.A.	64 0	14 6	5 4	56	38	— sc	B. H. Turner, Little Current, Ont.

116,931	Georgia	Ottawa	1900	Victoria, B.C.	60 0	11 3	5 0	34	23	12 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
100,302	Georgia	Windsor, Ont.	1885	Sangatuck, Mich., U.S.A.	43 0	12 6	5 5	28	19	15 sc	John Sullivan, Little Current, Ont.
80,596	Georgian	Toronto	1864	Georgian Bay, Ont.	130 0	21 8	11 5	377	227	75 sc	The Canadian Pacific Ry. Co., Montreal, Que.
92,617	Georgina	Port Arthur	1893	Port Arthur, Ont.	74 0	14 8	7 0	44	30	25 sc	Samuel Forrest, Fort William, Ont.
97,120	Geraldine	Collingwood	1893	Parry Sound, Ont.	66 0	14 4	6 8	65	45	6 sc	John Galna, M.O., Parry Sound, Ont
107,164	Germanic	Collingwood	1899	Collingwood, Ont.	184 0	32 0	12 1	1,014	676	63 sc	The Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.
*69,636	Gertie	Montreal	1873 1900	Buffalo, N.Y., U.S.A. Lachine, Que	51 6	12 3	7 3	21	14	4 sc	Sincennes McNaughton Line, Ltd., Montreal, Que.
116,377	Gertie	Port Arthur	1903	Fort William, Ont.	58 0	17 0	4 5	53	37	2 sc	Samuel Forrest, Fort William, Ont.
100,045	Gertrude	Brockville	1895	Brockville, Ont.	27 2	6 1	3 2	3	1	4 sc	P. F. Nolan, Brockville, Ont.
90,573	Gertrude	Toronto	1886	Toronto, Ont	75 0	16 4	6 2	76	51	5 sc	The Toronto Ferry Co., Ltd., Toronto, Ont.
121,737	Gertrude	Vancouver	1906	Vancouver, B.C.	25 9	6 6	2 5	3	2	½ sc	Alfred S. Arkley, Vancouver, B.C.
85,420	Gertrude A. Ranney.	St. Catharines	1883	Port Colborne, Ont.	42 1	10 1	4 8	14	9	12 sc	Noble Bros. Co., Ltd., Owen Sound, Ont.
103,715	Gertrude M	Barrington	1898	Liverpool, N.S.	70 0	17 0	7 5	48	25	17 sc	James C. McGray, Cape Island, N. S.
112,337	Geyser	Collingwood	1889	West Bay City, Mich. U. S. A.	60 0	16 2	8 0	47	32	17 sc	C. S. Boone, Toronto, Ont.
116,462	Gi-Kenni	Vancouver	1903	Vancouver, B.C	35 4	9 0	3 9	14	9	2 sc	The Superintendent General of Indian Affairs, Ottawa, Ont.
85,712	Gilbert	Toronto	1884	Cardinal, Ont.	72 0	19 0	5 5	41	28	35 sc	M. J. Haney and Roger Miller, Toronto.
†85,370	Gilphie	Ottawa	1884	Lockeport, N.S.	75 0	11 6	11 0	19	18	75 sc	Walker Eldridge, Wiarton, Ont.
85,677	Gipsy	New Westminster	1884	New Westminster, B.C.	48 0	12 0	3 0	50	31	20 pa	B. C. Mills, Timber & Trading Co., Vancouver, B.C.
69,429	Gipsy	Pictou, N.S	1874	Yarmouth, N.S.	42 7	12 0	5 0	17	11	20 sc	Hugh McDonald, Sydney, N.S.
122,074	Gipsy	Toronto	1906	Toronto, Ont	51 8	12 5	4 4	35	24	2 sc	Frederick W. Hendry, Toronto, Ont., and Frank S. Buckenden, New Liskeard, Ont., J.O.
103,295	Gipsy	Vancouver	1893	Seattle, Wash., U.S.A.	32 0	9 0	3 1	10	7	1 sc	J. R. H. Choyce, Vancouver, B.C.
90,536	Glacial	Montreal	1885	Sorel, Que	103 2	24 0	7 8	109	74	38 sc	The Corporation of the City of Three Rivers, Que.
111,929	Glad Tidings	Toronto	1902	Orillia, Ont.	42 0	10 0	4 0	10	7	2 sc	Wm. H. Miller, Tp. Morrison, Muskoka, Ont.
61,393	Gladiator	Sydney	1864	Brooklyn, N.Y., U.S.A.	74 0	18 0	8 0	70	37	150 sc	J. W. Gordon, North Sydney, N.S.

*Foreign name "Champion." † Formerly "Joe."

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built. — Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H.P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
121,765	Gladys	Vancouver	....	Vancouver, B.C.	28 7	7 4	3 2	10	7	½ sc	William A. Clark, Vancouver, B.C.
107,722	Gladys	Vancouver	1899	Jersey City, N.J., U.S.A.	45 4	10 0	3 9	9	6	15 sc	Controller Northwest Mounted Police, Ottawa, Ont.
107,526	Gleaner	Victoria	1899	Lake Bennett, B.C.	115 0	24 6	5 5	241	149	5 pa	John Irving Navigation Co., Ltd., Victoria, B. C.
111,982	Glen Rosa	Vancouver	1902	Vancouver, B.C.	45 3	10 6	4 6	18	12	2 sc	Wallace Bros. Packing Co., Ltd., Vancouver, B. C.
122,067	Glen Villa	Montreal	1906	Chatham, Ont	36 1	8 1	3 2	8	5	2 sc	Geo. Albert LeBaron, North Hatley, Que.
116,768	Glenada	Toronto	1904	Magnetawan, Ont.	69 0	12 4	4 3	65	44	2 sc	Arthur Walton, Magnetawan, Ont.
100,006	Glencoe	Annapolis Royal	1891	Granville, N.S.	52 0	19 0	4 0	3	225	3½ sc	W. H. Weatherspoon, Granville, N.S.
*90,537	Glengarry	Montreal	1872 / 1886	St. Catharines, Ont. / Kingston, Ont.	170 0	26 0	11 2	732	438	300 sc	ton, Ont. Henry W. Richardson, Kingston, Ont.
122,408	Glenmount	Montreal	1907	Dumbarton, G.B.	249 1	42 6	20 6	1,957	1,246	202 sc	Montreal Transportation Co., Ltd., Montreal, Que.
107,941	Glenora	St. Catharines	1900	Fort Erie, Ont	45 3	10 4	4 1	17	10	12 sc	H. W. Saxton, Bayham, Ont.
.....	Glide	Kingston	1866	Brockville, Ont.	74 2	13 2	8 1	78	37	....	Montreal Transportation Co., Ltd., Montreal, Que.
85,368	Glide	Ottawa	1884	Ottawa, Ont	72 6	18 8	6 4	80	59	60 sc	Wm. Lawlor, Hawkesbury, Ont.
126,123	Glympse	Kingston	1908	Kingston, Ont.	38 2	8 6	3 7	9	6	8 sc	Francis Stanton and Albert F. Stanton, J.O., Sparrow Lake, Ont.
107,483	Glyn	Sault Ste. Marie	1900	Richard's Landing, Ont.	47 0	11 5	6 0	20	12	27 sc	S. Shipman, Richard's Landing, Ont.

* Formerly "Argyle,"

122,632	Go Now	Kingston	1904	Gananoque, Ont	22 2	4 9	1 9	1	1	2 sc	George H. Funnell, Gananoque, Ont.
†126,191	Going	Windsor, Ont.	1881	Detroit, Mich., U.S.A.	63 7	18 9	8 4	45	31	4 sc	George E. Brooks, Windsor, Ont.
71,248	Golden City	Toronto	1873	Buffalo, N.Y., U.S.A.	57 6	12 3	5 7	35	26	60 sc	Jas. W. McCoppin, Port Colborne, Ont.
75,819	Goliah	Halifax	1863	Philadelphia, Pa., U.S.A.	88 4	18 4	14 7	147	100	200 sc	Wm. McFatridge, jr., Halifax, N.S.
117,160	Goliath	New Westminster	1887	Victoria, B.C	100 0	28 0	4 5	312	197	9 pa	Walter R. Gilley, New Westminster, B.C,
116,457	Golliwog	Vancouver	1903	Vancouver, B.C.	25 0	9 0	4 2	6	4	1 sc	James G. Scott, Vancouver, B.C.
121,916	Gorden	Kenora	1904	Fort Frances, Ont.	28 0	6 5	3 5	7	5	½ sc	James Harty, Fort Frances, Ont.
94,716	Gordon Brown	Port Stanley	1901	Port Stanley, Ont.	69 1	12 2	5 1	33	22	13 sc	A. C. Brown, Port Stanley, Ont.
88,625	Gordon Gauthier	Windsor, Ont.	1884	Wallaceburg, Ont.	52 7	13 9	6 4	26	18	24 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
88,628	Gordon Jerry	Windsor, Ont.	1884	River Roscom, Ont.	102 0	24 7	6 1	124	84	6½ sc	S. W. Marchment, Toronto, Ont.
100,499	Gorge	Victoria	1892	Victoria, B.C.	29 2	7 1	3 3	3	2	5 sc	James L. Raymur, Victoria, B.C.
107,944	Gosscon	St. Catharines	1888	Detroit, Mich., U.S.A.	38 6	10 2	3 2	15	10	6 sc	Michael J. Hogan, Quebec, Que.
94,719	Governor Morton	Port Stanley	1893	Chicago, Ill., U.S.A.	51 8	10 4	4 4	15	10	7 sc	C. A. Stanton and P. A. Courtenay, J.O., Port Stanley, Ont.
122,432	Gowanda	Sault Ste. Marie	1907	Little Current, Ont.	35 4	6 2	3 0	5	3	4 sc	Norman Trotter, Little Current, Ont.
122,124	Grace	Halifax	1907	Tancook, N.S.	57 6	12 5	6 2	25	17	6 sc	J. C. Galway, New Carlisle, Que.
116,714	Grace	Quebec	1899	Quebec, Que.	29 3	7 6	3 2	4	4	1 sc	Robert Rowley, Lake Edward, Que.
85,498	Grace Darling	Collingwood	1886 1897	Collingwood, Ont.	50 0	13 7	5 6	28	19	25 sc	A. J. Shaw, Parry Sound, Ont.
111,918	Grace Holland	Toronto	1901	Peterborough, Ont	27 0	6 0	2 0	3	2	— sc	Wm. E. Bigwood, Toronto, Ont.
121,703	Grace M.	"	1905	Gravenhurst, Ont.	68 5	14 0	5 1	61	27	10 sc	C. Mickle, Gravenhurst, Ont., N. Dyment and S. Dyment, Barrie, Ont., J.O.
116,366	Gracie	Goderich	1904	Goderich, Ont.	72 5	15 1	6 8	41	28	13 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
103,880	Gracie	Montreal	1894	Lachine, Que	42 1	9 0	3 1	11	7	1 pa	Robert Smith, Cornwall, Ont.
116,696	Gracie B.	Kenora	1904	Keewatin, Ont.	41 0	9 0	5 0	20	13	1 sc	Camp Bay Gold Mining Co., Ltd., Kenora, Ont.
107,213	Grahame	Winnipeg	1896	Fort Chippewyan, N.W.T	140 0	24 0	4 6	360	233	10 pa	The Hudson's Bay Co., London, Eng.
126,153	Grande Ligne	Montreal	1907	Montreal, Que.	67 3	18 1	8 3	70	38	24 sc	Francis Lemoine, Montreal, Que.

† Foreign name "Grace."

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121,823	Grandes Piles.....	Montreal.....	1904	Grandes Piles, Que .. .	59 4	11 7	2 2	18	9	2 pa..	Adelard Mongrain, St. Severin, Que.
116,653	Granville.....	Yarmouth..	1904	Shelburne, N.S.....	97 0	21 6	9 0	134	49	30 sc ..	Valley Steamship Co., Ltd., Granville Ferry, N. S.
112,172	Gravenhurst	Toronto	1902	Muskoka, Ont.....	52 0	10 6	4 5	29	20	2 sc ..	Peter Campbell, Muskoka, Ont.
*111,846	Gray Loggie	Chatham, N.B.....	1901	Loggieville, N.B.....	77 2	25 3	7 4	99	67	12 sc ..	Robert Loggie, M.O., Loggieville, N. B.
80,576	Great Western....	Windsor, Ont.	1866	Windsor, Ont.	220 0	40 2	13 0	1080	662	700 pa..	Grand Trunk Railway Co., Montreal, Que.
116,382	Grebe.....	Port Arthur.....	1904	Sarnia, Ont	38 0	9 0	4 0	9	6	3 sc ..	John Seagel, Port Arthur, Ont.
107,936	Greenwood.....	Vancouver.....	1900	New Westminster, B.C..	44 0	12 4	3 6	23	16	2 sc ..	Scott Cove Lumber Co., Ltd., Vancouver, B.C.
85,711	Grenada....	Prescott	1883	Prescott, Ont.....	80 0	15 3	4 0	57	43	35 sc ..	Alex. Smallman, Dundee, Que.
112,241	Greta.....	Vancouver.....	1902	Vancouver, B.C..... ...	22 0	7 3	2 3	2	1	1½ sc .	S. Maddison, Vancouver, B.C.
112,091	Grilse..	Lunenburg.....	1902	Mahone Bay, N.S.....	109 2	25 6	11 8	126	81	85 sc ..	Jos. Holloway, Glen Cove, N.Y., U.S.A.
122,510	Grit.....	Vancouver.....	1906	Britannia, B.C.....	33 0	11 0	3 8	14	10	2 sc ..	Michael J. Conlin, Vancouver, B.C.
97,071	Gulnare.....	Ottawa.....	1893	Scotstoun, Glasgow, G.B.	137 0	20 5	13 6	262	106	64 sc ..	Minister of Marine and Fisheries, Ottawa, Ont.
100,805	Gwendoline.. ..	Victoria.....	1893	Golden, B.C..	63 5	19 0	3 2	91	57	4 pa..	Upper Columbia Navigation & Tramway Co., Ltd., Golden B.C.
111,584	Gypsie.....	Peterborough.....	1899	Peterborough, Ont.....	25 8	6 0	2 8	3	2	2 sc ..	Dixon Best, Peterborough, Ont.

*Formerly a sailing vessel.

112,180	Gypsy	Toronto	1902	Toronto, Ont.	39 0	8 0	3 0	11	8	3 sc.	The Collins Inlet Lumber Co., Ltd., Toronto, Ont.
117,120	Gypsy	Vancouver	1905	Vancouver, B.C.	46 2	12 5	5 3	27	18	5 sc.	The B.C. Mills Timber & Trading Co., Vancouver, B.C.
121,733	Gypsy	"	1905	"	18 0	5 0	2 2	1	1	½ sc.	William J. Taafe, Vancouver, B.C.
122,509	Gypsy Queen	"	1907	"	21 4	6 1	31	2	2	1 sc.	William J. Taaffe, Vancouver, B.C.
122,200	H. O. G.	New Westminster	1906	Surrey, B.C.	29 6	9 0	3 7	6	4	12 sc.	Cyril H. Green and Frank Hatt, J. O., Elgin, B.C.
75,686	H. C. Curtis	Prescott	1878	Quebec, Que.	52 4	13 8	5 6	36	25	40 sc.	W. H. Davis, Ottawa, Ont.
	H. F. Bronson	Montreal	1870	Montreal, Que.	91 8	18 0	7 1	137	70		Montreal Transportation Co., Ltd., Montreal, Que.
117,063	H. L. Hurdman	Ottawa	1902	Ottawa, Ont.	36 0	8 7	3 0	4	4	⅝ sc.	J. F. Hurdman, Ottawa, Ont.
85,513	H. L. Lovering	Toronto	1883	Port Severn, Ont.	62 0	16 0	6 6	55	38	60 sc.	The Georgian Bay Lumber Co., Ltd., Waubaushene, Ont.
51,687	H. M. Mixer	Kingston	1865	Buffalo, N.Y., U.S.A.	53 0	13 1	6 6	30	9	40 sc.	John Wade, Grenville, Que.
100,183	H. Bonenfant	Montreal	1883	Charlemagne, Que.	63 5	28 0	3 3	22	14	2 pa.	Honoré Bonenfant, Charlemagne, Que.
103,096	H. Bonenfant	"	1893	"	61 0	29 6	3 4	31	21	2 pa.	Alexandre Chatelain, L'Orignal, Ont.
103,341	H. Larose	Montreal	1895	Sorel, Que.	46 4	12 6	5 0	13	9	3 sc.	Thomas Gauthier, Montreal, Que.
103,032	H. Trudel	Ottawa	1890	Simcoe, Ont.	35 0	16 0	3 3	13	6	20 pa.	R. A. Klock, *et al.*, Klock's Mills, Ont.
116,764	Haddington	Toronto	1904	Toronto, Ont.	256 0	42 6	15 0	1,603	1,010	87 sc.	Mathews Steamship Co., Ltd., Toronto, Ont.
121,742	Haidee	Vancouver	1906	Vancouver, B.C.	34 3	10 8	5 0	14	9	1 sc.	William A. Baner, Vancouver, B.C.
94,686	Halcro	Collingwood	1889	Collingwood, Ont.	34 0	9 0	3 8	8	5	3 sc.	Sir John A. Boyd, Toronto, Ont.
116,470	Halcyon	Vancouver	1898	Vancouver, B.C.	32 2	8 0	3 5	4	3	⅝ sc.	Percy W. Charleson, Vancouver, B.C.
* 96,794	Halifax	Halifax	1878	New Baltimore, U.S.A.	116 3	30 9	11 5	338	169	43 pa.	The Dartmouth Ferry Commission, Dartmouth, N.S.
95,099	Halifax	Halifax	1880	Govan, G.B.	250 3	35 5	21 5	1,875	1,078	350 sc.	The Canada Atlantic & Plant SS. Co., Ltd., Halifax, N.S.
96,715	Hall	Ottawa	1889	Montreal, Que.	102 8	25 5	7 4	247	136	50 sc.	The Ottawa Forwarding Co., Ltd., Ottawa, Ont.
122,631	Hallie	Kingston	1906	Kingston, Ont.	25 8	6 0	2 2	2	2	2 sc.	Samuel Anglin, Kingston, Ont.
107,241	Halys	New Westminster	1888	Washington Territory, U.S.A.	40 0	11 0	4 0	44	34	2 sc.	W. W. West, Kootenay, B.C.

* Formerly "Annex No. 2."

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103,337	Hamilton	Montreal	1847 1895	Niagara, Ont. Sorel, Que	175 2	25 2	10 8	938	477	63 pa.	The Richelieu & Ontario Navigation Co., Montreal, Que.
103,842	Hamilton	Ottawa	1896	Sand Point, Ont	131 4	39 5	7 3	320	202	75 pa.	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,466	Hamilton H	Lindsay	1894	Simcoe, Ont.	36 5	10 4	3 6	22	14	20 pa.	George Gooderham, M.O., Toronto, Ont.
107,144	Hamlin	Vancouver	1898	Vancouver, B.C	146 2	30 8	4 6	515	323	17 pa.	Thomas J. Kickham, Vancouver, B.C.
100,885	Hampstead	St. John, N.B.	1893	Hampton, N.B.	94 0	17 7	7 0	235	159	20 sc.	St. John River Steamship Co., Ltd., South Bay, N.B.
121,834	Hampton	"	1905	"	100 1	21 3	5 3	183	115	34 pa.	The Kennebecacis Steamship Co., Ltd., Hampton, N.B.
107,348	Harbinger	Amherst, N.S.	1901	Shelburne, N.S	97 0	20 0	8 4	109	46	16 sc.	The 'Harbinger' Steamship Co., Ltd., River Hebert, N.S.
122,580	Harland	Charlottetown	1908	Shelburne, N.S.	113 0	27 0	6 7	352	217	33 sc.	The Island Tug Co., Ltd., Charlottetown, P.E.I.
84,354	Harlaw	Windsor, N.S.	1881	Port Glasgow, G.B.	165 1	24 5	11 8	451	267	71 sc.	The Halifax & Newfoundland SS. Co., Ltd., Halifax, N.S.
117,075	Hardy	Toronto	1896	Simcoe, Ont.	37 0	10 0	4 0	28	18	2 pa.	W. E Bigwood, Toronto, Ont.
103,444	Harold	Ottawa	1887	Arnprior, Ont	17 0	4 5	1 8	1	1	2 sc.	Samuel Sunstrum, jr., Golden Lake, Ont.
116,719	Harold	Quebec	1905	St. Laurent, Que	31 4	9 4	3 2	7	6	1 sc.	Hon. Richard Turner, Quebec, Que.
96,857	Harold B. Phillips	Sarnia	1880	Lorraine, Wis., U.S.A.	59 0	16 0	8 0	66	31	40 sc.	The Great Lakes Towing Co., Ltd., Sarnia, Ont.
94,845	Harold Gauthier	Windsor, Ont.	1888	Walkerville, Ont.	36 0	9 0	4 2	9	6	2 sc.	O. E. Fleming, Windsor, Ont.

* 61,153	Harrison..	Owen Sound	1864	Buffalo, N.Y., U.S.A...	110 0	18 5	9 3	150	94	75 sc..	E. J. Harrison, M.O., Owen Sound, Ont.
† 90,762	Harry Baird ...	Goderich..	1885 1896	Kincardine, Ont. .	61 0	17 0	6 0	42	28	25 sc..	Jas. Leighton, Port Elgin, Ont.
116,484	Harvey..... ...	Wallaceburg	1904	Wilkesport, Ont.....	36 0	10 7	4 6	7	4	2 sc..	Harvey Arnold, Wilkesport, Ont.
73,953	Harvey Neelon...	St. Catharines.....	1878	Port Dalhousie, Ont	74 0	16 6	7 9	65	47	64 sc..	W. M. Carter, Fesserton, Ont.
122,560	Hattie Bell.	Peterboro'	1907	Bridgenorth, Ont.. ...	40 1	8 0	3 0	8	5	1 sc..	Mrs. Hattie Bell, *et al.*, Bridgenorth, Ont.
121,955	Hattie Berry	Port Stanley.....	1908	Collingwood, Ont.....	68 0	15 0	7 3	42	29	33 sc..	William Berry, Port Stanley, Ont.
103,636	Hawywa.	Ottawa..... . .	1896	Ottawa, Ont..... ...	35 3	7 3	3 6	4	3	4 sc..	J. C. Brennan, Ottawa, Ont.
100,623	Hazard	Port Dover.	1892	Simcoe, Ont.....	62 7	11 7	6 7	34	23	5 sc..	E. Harris, Port Dover, Ont.
121,735	Hazel	Vancouver..... .	1906	Vancouver, B.C	29 0	5 3	2 5	2	2	2 sc..	Ernest S. Wilbrand, Vancouver, B.C.
117,101	Hazel B....	Ottawa.....	1904	North Bay, Ont.... . ..	65 0	12 7	3 6	27	22	2 sc..	M. C. McCaw, *et al.*, North Bay, Ont.
121,212	Hazel Dollar.... .	Victoria.....	1905	Port Glasgow, G.B	370 0	50 0	26 7	4,304	2,804	241 sc..	Hazel Dollar Steamship Co., Ltd., Victoria, B.C.
112,277	Hazel E....	Montreal.....	1901	Magog, Que	45 2	8 4	3 6	13	9	1 sc..	Thomas Morten, Newport, Vt., U.S.A.
122,045	Hazel G.....	St. Andrews	1904	Grand Manan, N.B.....	35 0	11 0	5 0	10	7	1 sc..	Manning Trask, Little River, N.S.
122,433	Hazel W..	Sault Ste. Marie....	1897	Marquette, Mich., U.S.A	29 0	6 0	3 1	4	3	2 sc..	Mrs. Susan McNabb, Sault Ste. Marie, Ont.
107,834	Hazelton.....	Victoria....	1901	Victoria, B.C.....	134 0	24 0	4 4	378	236	9 pa..	Hudson Bay Co., London, Eng.
112,067	Hazlitt..... .	Peterborough.....	1902	Simcoe, Ont	41 6	10 2	3 9	24	15	25 pa..	The Dickson Co., Ltd., Peterborough, Ont.
85,492	Heather Belle.....	Collingwood.....	1882	Meaford, Ont.....	50 0	12 6	5 8	20	13	20 sc..	Emerson Darragh, Owen Sound, Ont.
112,181	Heather Belle. ...	Toronto	1902	Harriston, N.J., U.S.A.	35 3	7 1	3 3	9	6	12 sc..	Sidney E. McKinnon, Toronto, Ont.
107,613	Hebron..... ...	Ottawa.	1899	Ottawa, Ont.....	98 4	24 0	8 0	149	98	70 sc..	James H. Hall and Peter Eligh, J.O., Ottawa, Ont.
112,381	Hectanooga..... .	Sydney.....	1902	U.S.A.....	30 0	7 0	2 8	2	2	— sc..	Dr. Horace Rhindress, North Sydney, N.S.
103,962	Hector.....	Montreal.....	1898	Sorel, Que	53 0	15 8	5 7	21	14	12 sc..	Montreal Sand & Gravel Co., Ltd., Montreal, Que.
112,051	Hector.....	St. Catharines	1903	Port Colborne, Ont.....	67 5	16 6	9 9	66	45	13 sc.	Michael J. Hogan, Montreal, Que.
77,771	Helen...	Goderich..	1877	Southampton, Ont.....	31 0	10 0	4 0	5	3	8 sc..	B. Mackie, Little Current, Ont.
122,476	Helen	Ottawa.....	1903	Midland, Ont.....	25 4	6 1	3 0	2	1	1 sc..	R.C. Argue, and Frederick McLaughlin Latchford, Ont.
122,077	Helen.....	Toronto.....	1906	Hamilton, Ont.	25 5	6 2	2 7	3	2	1 sc..	Henry Louis Bastien, Hamilton, Ont.

*Formerly "Mayfield" and "Edsall." † Formerly a sailing vessel.

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built. — Construit en.	Where built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur et pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H.P. of Engines and Mode of Propulsion. Puissance des machines en c.v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
112,228	Helen Glasier	St. John, N.B.	1903	St. John, N.B.	40 2	8 9	4 2	12	8	6 sc	Parker Glasier, Lincoln, N.B.
121,914	Helen S.	Kenora	1906	Kenora, Ont.	38 0	8 0	4 0	13	9	1 sc	John William Short, Kenora, Ont.
107,695	Helen S.	Toronto	1899	Collin's Inlet, Ont.	80 0	16 2	9 5	86	58	17 sc	The Collins Inlet Lumber Co., Ltd., Toronto, Ont.
122,029	Helena	Halifax	1909	Halifax, N.S.	39 0	9 0	4 8	13	9	$\frac{5}{6}$ sc	George E. Francklyn, Jr., Halifax, N.S.
117,123	Helena	Kingston	1905	Kingston, Ont.	44 5	8 7	3 1	10	7	4 sc	J. H. Willmott, Beaumaris, Ont.
80,584	Helena	Toronto	1877	Gravenhurst, Ont.	44 0	7 6	2 8	13	9	10 sc	Joseph C. Huckins, Toronto, Ont.
122,078	Helena	"	1906	Hamilton, Ont.	25 5	6 2	2 7	3	2	1 sc	Henry Louis Bastien, Hamilton, Ont.
116,581	Help	Liverpool	1903	Liverpool, N.S.	76 0	27 7	8 4	146	78	29 sc	The Inglewood Pulp & Paper Co., Ltd., St. John, N.B.
92,414	Henrietta	Chatham, N.B.	1886	Beaver Point, N.B	41 3	13 0	3 7	19	13	8 sc	George Dutch, Beaver Point, N.B.
100,399	Henrietta	Hamilton	1894	Hamilton, Ont.	28 0	7 0	3 6	3	2	4 sc	J. Edwards, Hamilton, Ont.
100,685	Henrietta	New Westminster	1891	Seattle, Wash., U.S.A.	30 0	8 0	4 5	7	5	2 sc	P. Genelle, Tappen Siding, B.C.
*112,254	Henriette	Vancouver			160 0	30 0	18 9	762	518	32 sc	Mackenzie Bros., Ltd., Vancouver, B.C.
122,026	Hy. D. Davis	Liverpool	1907	Liverpool, N.S.	57 3	18 1	7 6	38	29	$4\frac{1}{2}$ sc	Duncan C. Mulhall, Liverpool, N.S.
71,107	Henry Smith	Chatham, Ont	1877	Wallaceburg, Ont.	69 5	16 0	6 6	40	27	60 sc	C. W. Gauthier, Sandwich, Ont.

*Formerly a sailing vessel.

111,921	Hepburn	Toronto	1901	Racine, Wis., U.S.A.	50 5	8 6	4 2	15	10	3 sc.	John H. Wilmott, Beaumaris, Ont.
126,087	Hera	Vancouver	1908	Vancouver, B.C	24 5	7 1	3 2	5	3	⅛ sc.	Alexander McCallum, Vancouver, B.C.
103,695	Herbert	Sault Ste. Marie	1897	Sault Ste. Marie, Mich., U.S.A.	42 6	12 0	7 0	21	10	4 sc.	James Connor Port Arthur, Ont.
126,261	Herbert M	Toronto	1908	Hollow Lake, Muskoka	51 0	12 1	4 3	44	27	6 sc.	Chas. Mickle, Gravenhurst, Ont.
116,607	Hercule	Montreal	1901	Sorel, Que	58 0	15 1	7 5	45	28	16 sc.	Sincennes McNaughton Line, Ltd., Montreal, Que.
122,473	Hercule	Ottawa	1905	Hull, Que	39 0	8 6	3 0	15	10	1 sc.	Joseph Hupe, Hull, Que.
111,448	Hercules	Ottawa	1901	Pembroke, Ont.	46 6	18 0	4 6	21	13	20 sc.	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
66,949	Hercules	St. John, N.B	1874	Portland, N.B.	73 0	20 0	8 2	87	24	50 sc.	The Minister of Public Works, Ottawa, Ont.
122,247	Hercules	Toronto	1906	Toronto, Ont.	100 0	23 1	11 6	231	137	65 sc.	The Minister of Public Works, Ottawa, Ont.
107,105	Hercules	Victoria	1898	Nelson, B.C	79 5	14 8	5 9	65	44	17 sc.	A. Campbell, Kaslo, B.C.
	Hero	Hamilton	1861	Hamilton, Ont.	65 6	11 8	6 2		37		Thomas Barrie, Sombra, Ont.
122,483	Hero	Quebec	1907	St. Joseph de Levis, Que.	54 3	15 6	5 7	32	22	6½ sc.	Achille Bernier, St. Joseph de Levis, Que.
94,751	Hero	St. John, N.B.	1889	Portland, N.B.	92 2	21 3	6 2	128	81	50 pa.	Parker Glasier, Lincoln, Sunbury Co., N.B.
97,020	Heward McMaugh	St. Catharines	1898	St. Catharines, Ont.	47 0	15 7	8 0	42	29	11 sc.	M. P. Davis, Ottawa, Ont.
111,936	Hiawatha	Lindsay	1901	Lindsay, Ont.	48 6	10 6	4 0	22	18	12 pa.	R. Kennedy, M.O., Lindsay, Ont.
103,801	Hiawatha	Pictou, N.S.	1904	Pictou, N.S.	51 3	14 6	6 3	49	34	8 sc.	T. R. Powell and J. R. Christie, Fisher's Grant, N.S.
72,982	Hiawatha	Sarnia	1874	Dresden, Ont.	92 7	20 0	7 6	163	111	159 sc.	Sarnia Tug & Transit Co., Ltd., Sarnia, Ont.
100,768	Hiawatha	Toronto	1895	Toronto, Ont.	56 0	13 3	6 3	46	31	8 sc.	Royal Canadian Yacht Club, Toronto, Ont.
121,704	Hiawatha	"	1905	Port Carling, Ont.	49 0	10 6	3 7	27	18	2 sc.	T. B. Croucher and A. Croucher, J.O. Port Carling, Ont.
121,727	Hiawatha	Vancouver	1901	Victoria, B.C	20 0	7 5	3 3	5	3	⅛ sc.	T. F. Barton, Vancouver, B.C.
83,214	Hiawatha	Windsor, N.S.	1882	Hantsport, N.S.	132 3	21 3	8 0	230	117	225 sc.	J. A. Farquhar, Halifax, N.S.
88,568	High Rock (The)	Kingston	1885	Kingston, Ont.	41 6	10 0	3 9	8	5	15 sc.	Thomas Wilson, Montreal, Que.
103,229	High View Launch	Ottawa	1893	New York, U.S.A.	25 2	6 2	2 6	2	1	4 sc.	Mrs. Maria McAllister, Pembroke Ont.
*107,708	Highland Belle	Toronto	1900	Orillia, Ont.	75 0	11 8	5 2	37	24	10 sc.	The French River & Nipissing Nav Co., Ltd., Sturgeon Falls, Ont.
80,856	Highland Mary	Halifax	1880	Shelburne, N.S.	68 8	22 0	7 0	74	50	180 sc.	Wm. Beazley, *et al.*, Ferguson's Cove N.S.

* Formerly "Van Woodland."

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111,452	Highlander	Winnipeg	1900	Selkirk, Man.	66 0	14 5	6 6	59	39	3 sc	R. Smith, Selkirk, Man.
116,783	Hilda	Vancouver	1904	Vancouver, B.C.	58 0	13 4	6 3	33	22	8 sc	S. K. Champion and Wm. W. White, Vancouver, B.C.
122,426	Hilford	Halifax	1908	Tancook, N.S.	64 5	15 2	6 5	38	26	8 sc	The J. Foster Rood Co., Ltd., Halifax, N.S.
97,079	Hillsborough	Charlottetown	1894	Mt. Stewart, P.E.I.	105 0	25 0	8 4	229	66	30½ pa	The Government of Prince Edward Island, Charlottetown, P.E.I.
115,313	Himera	St. John, N.B.	1902	Port Glasgow, G.B.	339 3	46 0	25 8	3,606	2,351	303 sc	Steamship Himera Co., Ltd., Rothesay, N.B.
†116,601	Hiram Walker	Montreal	1886 1904	Champlain, N.Y. Sorel, Que.	97 8	17 6	7 8	127	75	10 sc	John Paquette, Champlain, Que.
117,077	Holland & Graves, No. 3.	Toronto	1905	Simcoe, Ont	41 0	10 0	4 0	30	19	2 pa	W. E. Bigwood, Toronto, Ont.
117,076	Holland & Graves, No. 4.	"	1905	"	41 0	10 0	4 0	30	19	2 pa	W. E. Bigwood, Toronto, Ont.
95,094	Hollybank	Vancouver	1888	Glasgow, G.B.	26 0	7 0	3 3	3	1	2 sc	Mrs. Margaret McIntosh, Vancouver, B.C.
92,303	Home Rule	Collingwood	1887	Penetanguishene, Ont.	28 0	5 7	2 4	3	2	2 sc	Wilfred France, Penetanguishene, Ont.
97,001	Home Rule	St. Catharines	1890	Thorold, Ont.	74 9	17 0	9 1	81	45	50 sc	Miss A. M. Hackett, Amherstburg, Ont.
112,195	Homespun	New Westminster	1907	New Westminster, B.C.	46 0	10 0	4 5	17	10	18 sc	Frank S. DeGrey, New Westminster, B.C.
111,499	Honfleur	Quebec	1900	St. Henri de Taillon, Que.	38 5	10 2	4 9	19	13	3 sc	Charles Potvin, St. Jérôme, Que.
103,897	Hong Kong	New Westminster	1897	New Westminster, B.C.	59 2	12 2	5 4	36	25	4 sc	Kildala Packing Co., Ltd., Vancouver, B.C.

† Formerly a sailing vessel.

103,242	Honoré	Montreal	1894	Verchères, Que	51	8	12	7	4	9	22	15	3 sc	Lyon Cohen, Montreal, Que.
103,144	Hope	Quebec	1893	Quebec, Que	41	6	11	0	4	2	19	7	16 sc	J. S. Thom, Quebec, Que.
77,562	Hope	St. John, N.B	1878	Sorel, Que	131	0	23	0	7	9	306	168	50 pa	Daniel F. Tapley, St. John, N.B.
117,007	Hope	Victoria	1902	Richardson, Wash., U.S.A	47	0	12	7	4	9	26	18	8 sc	Chas. F. Todd, Victoria, B.C.
88,368	Hope	"	1881	Seattle, Wash., U.S.A	72	2	16	2	8	5	78	48	5 sc	Sayward Mill & Timber Co., Ltd., Victoria, B.C.
71,252	Hope	Windsor, Ont	1870	Detroit, Mich, U.S.A	95	0	25	0	8	2	170	116	150 sc	The Bridgeburg & Black Rock Ferry Co., Ltd., Fort Erie, Ont.
116,369	Horton	Goderich	1906	Goderich, Ont	72	0	16	1	8	5	66	45	24 sc	William Marlton, Goderich, Ont.
100,720	Hosanna	Montreal	1893	Sorel, Que	58	6	23	0	6	0	89	59	19 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
90,549	Houghton	"	1863	Newburgh, U.S.A	60	5	16	6	6	1	49	24	10 sc	N. Dyment, Barrie, Ont.
111,985	Hubert	Vancouver	1902	Vancouver, B.C.	32	9	8	9	4	0	6	4	1 sc	Nicholas Cook and Alfred Falk, Vancouver, B.C.
83,364	Hubert Larkin	Quebec	1882	Lévis, Que	61	0	13	5	6	2	49	33	15 sc	W. J. Poupore, Montreal, Que.
100,181	Hudson	Montreal	1891	Sorel, Que	128	5	25	1	6	4	158	80	75 pa	Sincennes McNaughton Line, Ltd., Montreal, Que.
107,783	Hudson	Ottawa	1899	Barry's Bay, Ont	73	5	17	0	3	3	45	37	60 pa	H. E. Hudson and J. C. Hudson, Barry's Bay, Ont.
112,232	Hudson	St. John, N.B	1903	St. John, N.B	57	7	12	5	4	7	34	23	7 sc	R. C. Elkin, Ltd., Fairville, N.B.
103,664	Hudson's Bay Messenger.	Winnipeg	1897	Kenora, Ont	33	0	7	4	3	2	5	3	1 sc	Hudson's Bay Co., London, Eng.
122,582	Hugh D	Yarmouth	1908	Shelburne, N.S.	80	0	18	0	7	6	71	20	24 sc	Hugh B. Cann, M.O., Yarmouth, N.S.
107,161	Hugh S	Collingwood	1897	Collingwood, Ont	50	0	12	4	5	9	24	16	3 sc	Mrs. Hannah N. Stalker, Collingwood, Ont.
66,091	Humber	Quebec	1873	South Quebec, Que	50	2	11	5	5	7	13	3	25 sc	Mrs. Alfred Paré, Lachine, Que.
107,459	Hummer	Vancouver	1895	Vancouver, B.C	26	1	7	2	3	0	3	2	2 sc	The Wurtzburg Co., Ltd., Vancouver, B.C.
121,751	Hummer	"	1906	"	31	3	5	5	2	4	2	2	2 sc	Letson & Burpee, Ltd., Vancouver, B.C.
83,313	Hunkidori	Quebec	1881	Quebec, Que	30	4	9	4	4	7	10	3	15 sc	James Murphy, Quebec, Que.
116,694	Hunter	Kenora	1903	Kenora, Ont	30	0	8	6	4	0	11	8	1 sc	Wm. H. Boucha, Kenora Ont.
121,965	Hunter	Kingston	1906	Gananoque, Ont	26	0	5	7	2	3	2	1	4 sc	Charles T. Munroe, Gananoque, Ont.
116,765	Hunter	Toronto	1894	Simcoe, Ont	37	0	10	0	3	5	14	9	2 sc	The Ontario Lumber Co., Ltd., Toronto, Ont.
116,990	Hunter W	Kenora	1905	Detroit, Mich., U.S.A.	18	8	5	0	2	0	1	1	½ sc	R. Wolff, Kenora, Ont.

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107,245	Huron	New Westminster	1892	New Westminster, B.C.	30 0	7 0	3 0	7	5	1 sc	The Cleeve Canning & Cold Storage Co., Ltd., Vancouver, B.C.
71,216	Huron	Sarnia	1875	Point Edward, Ont	238 5	53 9	12 8	1,052	688	300 sc	Grand Trunk Railway Co., Montreal, Que.
85,321	Huron	Toronto	1882	Owen Sound, Ont	71 7	15 3	8 5	70	56	8 sc	The Ontario Lumber Co., Ltd., Toronto, Ont.
100,948	Huron Belle	Collingwood	1889	Sand Beach, U.S.A	50 0	12 0	5 0	27	18	3 sc	Geo. A. Fraser, Simcoe, Ont.
107,168	Huronic	"	1902	Collingwood, Ont.	321 0	43 0	23 4	3,330	2,211	245 sc	Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.
122,516	Hustler	Vancouver	1907	Vancouver, B. C.	57 0	14 0	6 4	44	30	6 sc	Napoleon J. Mayhew, Vancouver, B.C.
100,637	Hyak	Victoria	1892	Golden, B.C.	81 0	11 2	3 9	39	25	2 pa	The Upper Columbia Nav. & Tramway, Co., Ltd., Golden, B.C.
88,250	Hydra	Deseronto	1892	Trenton, Ont	40 0	7 0	4 7	6	4	3½ sc	Seth Benson, Deseronto, Ont.
100,460	Hygeia	Sydney	1886	Lévis, Que	72 6	16 6	6 7	58	39	21 sc	Cape Breton Electric Co., Ltd., Sydney, N.S.
92,440	Hygeia	Toronto	1886	Kingston, Ont.	30 0	5 4	2 6	2	1	1 sc	Samuel May, Toronto, Ont.
112,283	I. C. U	Digby	1892	Yarmouth, N.S.	25 5	7 5	3 5	4	4	5 sc	H. W. Cann, Bridgetown, N.S.
111,761	Iagara	Kingston	1901	Kingston, Ont.	40 8	9 6	4 0	7	5	5 sc	John H. Davis, Kingston, Ont.

112,307	Iceland	Winnipeg	1904	The Narrows, Lake Manitoba, Man.	44 0	13 6	5 0	34	23	2 sc	Helgi Emarsson, The Narrows, Man.
83,325	Ida	Ottawa	1880	Lake Barrière, Que	56 2	18 0	4 9	17	11	18 sc	J. C. Edwards, Ottawa, Ont.
88,564	Ida	"	1884	Deseronto, Ont	95 6	20 6	6 2	111	76	75 sc	J. T. Lemay and A. Roy, Hull, Que.
*85,367	Ida	"	1881	Brockville, Ont	46 0	8 0	9 8	21	6	10 sc	Arthur Starkey, Parry Sound, Ont.
92,613	Ida	Port Arthur	1887	Port Arthur, Ont	44 1	11 1	5 3	19	13	2 sc	Murdock McInnes and A. E. Sutherland, J.O., Port Coldwell, Ont.
103,351	Ida	Quebec	1877	Portsmouth, Ont	35 0	7 2	3 0	10	9	1 sc	Quebec & Lake St. John Railway Co., Montreal, Que.
122,634	Ida II	Kingston	1906	Kingston, Ont	55 0	8 7	4 2	17	11	8 sc	John H. Davis, Kingston, Ont.
90,559	Ida Bell	Port Burwell	1890	Clear Creek, Ont	28 0	7 0	3 2	6	3	2 sc	C. C. Bates, Clear Creek, Ont.
103,188	Ida Lue	Yarmouth	1896	Shelburne, N.S.	61 0	13 6	6 7	45	30	21 sc	Jos. H. Morehouse, *et al.*, Sandy Cove, N. S.
71,074	Ida M	Amherstburg	1890	Detroit, Mich., U.S.A	60 0	10 0	4 8	14	7	8 sc	John McCormick, Pelee Island, Ont.
96,984	Idaho	New Westminster	1888	Idaho, U.S.A	36 5	9 0	3 8	6	4	1 sc	Arthur Bunting, Bonner's Ferry, Idaho, U.S.A.
100,135	Idell	Winnipeg	1892	Selkirk, Man	70 2	16 5	6 0	54	37	7 sc	Northwest Navigation Co., Ltd., Winnipeg, Man.
116,663	Idle Hour	Midland	1905 1906	Midland, Ont	48 0	10 0	4 0	20	14	6 sc	Manley Chew, Midland, Ont.
103,094	Idle Hour	Montreal	1891	New York, U.S.A	25 6	6 0	2 4	4	3	1 sc	M. Molson, Montreal, Que.
116,865	Idler	Ottawa	1904	Hawkesbury, Ont	61 0	17 6	4 4	51	32	35 sc	Mrs. Cornelia M. Lawlor and Wm. E. Lawlor, J.O., Hawkesbury, Ont.
111,539	Idler	Vancouver	1898	Vancouver, B.C.	32 0	8 0	3 2	4	2	2 sc	Stanley Menhinnick and Thos. J. Dunn, Arrowhead, B.C.
122,355	Idonno	Kingston	1907	Gananoque, Ont	29 6	6 7	3 0	4	3	2 sc	George H. Funnell, Gananoque, Ont.
121,722	Ila	Vancouver	1905	Vancouver, B.C.	32 0	10 2	5 1	15	10	1 sc	Geo. W. Marshall, Vancouver, B.C.
112,298	Iland	Winnipeg.	1902	Selkirk, Man	52 0	12 6		30	20	2 sc	The City of Winnipeg, Man.
100,048	Illecillewaet	Kingston	1897	Brockville, Ont	50 4	7 8	4 5	16	10	10 sc	Luke Whalen, Kingston, Ont.
122,199	Imp	New Westminster	1908	New Westminster, B.C.	65 8	15 2	6 4	56	34	12 sc	William E. Thompson, Vancouver, B.C.
†92,415	Imperator	Chatham, N.B.	1888	Chatham, N.B.	69 1	19 0	8 4	71	48	45 sc	Francis P. Loggie, M.O., Loggieville, N.B.
107,486	Imperial	Sault Ste. Marie	1876	Buffalo, N.Y., U.S.A	54 0	14 0	5 5	36	22	— sc	James Ganley, Sault Ste. Marie, Ont.
121,945	Imperial	Sorel	1907	Sorel, Que	200 0	41 9	7 6	1,098	578	38½ pa.	The St. Lawrence Canadian Navigation Co., Ltd., Montreal, Que.
111,577	Ina	Toronto	1901	Toronto, Ont.	56 0	9 3	3 7	11	10	3 sc	Wm. J. Gage, Toronto, Ont.

* Formerly "Bella." † Formerly "Mascott."

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116,759	Ina	Toronto	1904	Parry Sound, Ont.	53 0	10 8	5 6	27	18	1 sc	John Gahm and R. W. Danter, Parry Sound, Ont.
107,735	India	Kingston	1899	Garden Island, Ont.	215 9	36 4	15 0	976	573	118 sc	The Calvin Co., Ltd., Garden Island, Ont.
125,971	Indiola	Toronto	1905	Toronto, Ont.	34·0	8 0	3 0	6	4	$1\frac{3}{3}$ sc	Isaac N. Devins, Toronto, Ont.
112,179	Inenew	"	1902	"	86 5	18 0	7 7	109	46	13 sc	Hudson's Bay Co., London, Eng.
85,427	Inez	Fort William	1884	Welland, Ont.	65 0	15 9	8 0	59	34	20 sc	Thunder Bay Contracting Co., Ltd. Port Arthur, Ont.
88,535	Inez	Hamilton	1889	Carleton Place, Ont.	24 6	6 1	3 5	2	2	3 sc	Geo. T. Tuckett, Hamilton, Ont.
96,906	Ingomar	Kingston	1890	Carleton Place, Ont.	61 0	10 5	3 6	22	13	20 sc	Edmond Robinault, Valleyfield, Que.
121,966	Inn (The)	Kingston	1905	Gananoque, Ont.	25 0	5 6	2 2	2	1	1 sc	Frederick J. Henderson, Gananoque, Ont.
†80,690	International	Prescott	1881	Montreal, Que	182 0	30 0	10 0	395	269	150 sc	Can. Pac. Car & Pass. Transfer Co., Ltd., Prescott, Ont.
96,849	International	Sarnia	1872	Fort Erie, Ont.	210 0	40 0	12 0	851	559	300 sc	Lake Erie & Detroit River Ry. Co., Walkerville, Ont.
103,489	International	Victoria	1896	Kaslo, B.C.	142 0	24 9	5 6	526	281	17 pa	The International Nav. & Trading Co., Ltd., Kaslo, B.C.
83,374	Inter-Ocean	Toronto	1881	Nipissing Ont.	103 4	22 5	6 0	144	98	15 sc	The Muskoka & Nipissing Nav. Co. Ltd., Gravenhurst, Ont.
94,682	Interocean	Collingwood	1888	Collingwood, Ont.	74 0	16 0	7 2	156	98	7 sc	E. G. Shortis, Wallaceburg, Ont.
*107,323	Inverness	Halifax	1895	West Mystic, Conn., U.S.A.	91 4	16 5	7 0	67	46	15 sc	W. H. Starratt, Halifax, N.S.

† Formerly "South Eastern." * Formerly "Helen May Butler."

122,168	Invicta	Vancouver	1904	Vancouver, B.C.	26 0	8 0	3 0	8	5	$\frac{3}{8}$ sc.	Thomas J. Cook, Vancouver, B.C.
122,220	Iola	Toronto	1903	Hamilton, Ont.	37 0	10 3	4 2	13	9	$1\frac{3}{8}$ sc.	Robert J. Lovell, *et al.*, Toronto, Ont
112,338	Iona	Collingwood	1904	Meaford, Ont.	58 2	13 2	5 6	29	20	9 sc.	Hector McInnes, Meaford, Ont.
122,635	Iona	Kingston	1906	Kingston, Ont.	60 0	10 0	4 4	21	15	14 sc.	John H. Davis, Kingston, Ont.
94,922	Iona	Picton, Ont.	1892	Trenton, Ont.	123 5	24 2	10 2	232	157	10 sc.	E. A. Hall, L'Orignal, Ont.
107,285	Iona	Sydney	1900	Liverpool, N.S.	72 0	16 4	7 3	54	35	30 sc.	David Rudderham, North Sydney, N.S.
100,199	Iona	Vancouver	1891	Vancouver, B.C.	63 0	14 8	5 7	53	36	5 sc.	A. McDermott, Vancouver, B.C.
112,296	Iona	Winnipeg	1898	Winnipegosis, Man.	58 0	12 0	4 4	38	23	4 sc.	Peter McArthur, Westbourne, Man.
*116,954	Ionic	Sarnia	1872	Buffalo, N.Y., U.S.A.	238 2	35 6	12 6	1,708	1,030	125 sc.	The Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
100,764	Iota	Toronto	1894	Spanish River, Ont.	34 0	8 4	4 0	6	4	6 sc.	G. Hamilton, Spanish River, Ont.
122,164	Ipsoot	Vancouver	1902	Vancouver, B.C.	28 7	9 2	2 7	8	5	1 sc.	George M. Dusenbury, Vancouver, B.C.
103,932	Irene	Chatham, N.B.	1897	Port Hawkesbury, N.S.	36 3	11 3	4 7	10	7	6 sc.	Jas. Robinson, Derby, N.B.
88,530	Irene	Hamilton	1887	Hamilton, Ont.	26 6	6 0	3 2	24	16	3 sc.	Thomas Christie, Hamilton, Ont.
111,757	Irene	Kenora	1900	Kenora, Ont.	40 0	8 0	3 5	10	6	1 sc.	J. D. Johnston, Kenora, Ont.
92,297	Irene	Ottawa	1881	Ottawa, Ont.	31 0	6 0	3 0	3	2	10 sc.	Charles Wynn, Peterborough, Ont.
†92,728	Irene	Midland	1887 1905	Penetanguishene, Ont. Midland, Ont.	69 0	12 0	5.3	45	18	9 sc.	Ira Hill, Midland, Ont.
111,954	Irene	New Westminster	1904	Saturna Island, B.C.	20 0	5 0	3 0	2	2	1 sc.	Ah See, Coal Islands, B.C.
107,943	Irene	St. Catharines	1892	Hamilton, Ont.	25 3	6 0	2 2	3	2	4 sc.	Harry Leslie, Port Colborne, Ont.
103,603	Irene	Sydney		Great Britain	25 8	7 0	4 2	3	2	2 sc.	F. J. Kelley, North Sydney, N.S.
92,111	Irene	Toronto	1887	Toronto, Ont.	42 0	8 0	4 5	7	5	3 sc.	Geo. F. Oakley and T. H. Allen, J.O., Toronto, Ont.
121,832	Irene	St. John, N.B.	1904	St. John, N.B.	37 9	9 5	3 5	10	7	2 sc.	F. P. Starr, St. John, N.B.
116,401	Irene	Victoria	1903	Nakusp, B.C.	60 0	13 0	5 3	29	20	7 sc.	Yale Columbia Lumber Co., Ltd., Nakusp, B.C.
92,562	Iris	Halifax	1887	Dartmouth, N.S.	24 4	2 7	2 5	2	1	2 sc.	Chas. S. Pickford, Halifax, N.S.
112,200	Iris	Hamilton	1903	Hamilton, Ont.	47 0	10 0	5 6	16	9	20 sc.	Francis W. Merchant, London, Ont.
107,640	Iris	New Westminster	1899	New Westminster, B.C.	54 0	11 5	5 5	38	24	2 sc.	The Brunette Sawmills Co., Ltd. New Westminster, B.C.

* Formerly "Cuba." † Formerly "Maud."

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Popuision. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
116,364	Iroquois	Goderich	1902	Wiarton, Ont.	101 4	20 0	8 7	240	153	30 sc	Goderich Engine & Bicycle Co., Ltd., Goderich, Ont.
116,850	Iroquois	Owen Sound	1907	Huntsville, Ont.	118 5	23 0	7 5	307	198	28 sc	The Huntsville Lake of Bays & Lake Simcoe Navigation Co., Limited, Huntsville, Ont.
112,073	Iroquois	Peterborough	1903	Detroit, Mich., U.S.A.	22 6	5 8	2 1	2	2	4 sc	Mrs. F. A. Price, Massanaga, Ont.
* 111,855	Iroquois (The)	Toronto	1902	Toronto, Ont.	260 0	43 2	25 2	2,359	1,452	79 sc	St. Lawrence & Toronto Steam Nav. Co., Ltd., Toronto, Ont.
107,822	Iroquois	Victoria	1900	Port Moody, B.C.	82 0	20 0	7 7	195	94	20 sc	Sidney & Nanaimo Trans. Co., Victoria, B.C.
117,002	Isaac	New Westminster	1904	Port Guichon, B.C.	32 3	9 5	3 3	8	6	5 sc	Jas. Caulfield and G. C. Walker, North Vancouver, B.C.
116,742	Isaac N. Veasey	Halifax	1888	Pocomoke, Md., U.S.A.	96 0	17 4	7 6	89	60	7½ sc	C. A. Larder, New Ross, N.S.
103,226	Isabel	Ottawa	1890	Brockville, Ont.	20 4	4 8	2 4	1	1	1 sc	E. Farmer and J. B. Tierny, Arnprior, Ont.
111,505	Isabel	St. John, N.B.	1900	Detroit, Mich., U.S.A.	22 5	5 6	2 3	1	1	— sc	Wm. T. Chestnut, Fredericton, N.B.
122,399	Isabella McCormack	Victoria	1908	Golden, B.C.	94 9	18 8	3 5	178	112	3 pa	The Columbia River Lumber Co., Ltd., Golden, B.C.
112,304	Isabelle	Winnipeg	1903	Winnipegosis, Man.	64 0	16 0	6 0	41	28	4 sc	Peter McArthur, Westbourne, Man.
96,703	Ishaway	Ottawa	1888	Brockville, Ont.	45 4	8 2	3 6	7	5	10 sc	E. A. Small, Montreal, Que.
107,873	Ishkoodah	Lindsay	1893	Carleton Place, Ont.	30 0	6 2	2 2	3	2	6 sc	G. S. Ryerson, M.D., Toronto, Ont.

* Formerly "Tadenac."

96,848	Island Belle	Sarnia	1882	Toledo, Ohio, U.S.A	64 0	16 0	6 0	31	21	4 sc	J. Garrock, Sarnia, Ont.
85,547	Island Gem	Yarmouth	1883	Yarmouth, N.S.	41 7	12 7	5 0	16	11	10 sc	Mud Island Lobster Co., Ltd., Yarmouth, N.S.
92,381	Island Queen	Montreal	1887	Kingston, Ont.	91 8	19 9	6 0	98	62	50 sc	L. J. Cosgrove and P. J. Craig, Toronto, Ont.
117,078	Island Queen	Toronto	1905	Toronto, Ont.	97 8	20 3	5 1	129	88	16 sc	The Toronto Ferry Company, Ltd., Toronto, Ont.
122,110	Islander	Charlottetown	1906	Shelburne, N.S.	67 0	17 5	7 6	54	37	16 sc	The Island Tug Co., Ltd., Charlottetown, P.E.I.
111,567	Islander	Toronto	1900	Gravenhurst, Ont.	100 0	17 4	5 7	165	78	14 sc	The Muskoka Lakes Nav. & Hotel Co., Ltd., Toronto, Ont.
†90,566	Islay	"	1895	Orillia, Ont	116 0	18 0	6 2	175	119	39 sc	Chas. McInnes, Orillia, Ont.
116,550	Isleway	Montreal	1904	Kingston, Ont.	51 8	10 5	4 4	14	9	5 sc	Isleway Fish & Game Club, Ltd., Montreal, Que.
111,796	Isobel	Port Hawkesbury	1906	Port Hawkesbury, N.S.	41 6	14 0	5 9	24	20	1 sc	Graham Fraser, New Glasgow, N.S.
116,712	Ivan R	Quebec	1903	Grandes Piles, Que	67 8	15 8	4 6	66	45	4 sc	Wm. Ritchie, Three Rivers, Que.
121,753	Ivanhoe	Vancouver	1906	Vancouver, B.C.	32 2	10 3	4 7	12	8	1½ sc	Charles A. Godson, Vancouver, B.C.
122,547	Ivanhoe	"	1907	"	99 7	22 5	10 9	182	123	26 sc	George I. Wilson, Vancouver, B.C.
88,231	Ivy	Brockville	1884	Brockville, Ont.	44 9	8 4	3 6	7	5	3 sc	D. B. Maclennan, Cornwall, Ont.
117,167	J. A. Mumford	Windsor, N.S	1903	Spencer's Island, N.S.	80 5	20 2	9 4	115	9	40 sc	Gypsum Packet Co., Ltd., Windsor, N.S.
116,809	J. A. Paul	Sorel	1906	Sorel, Que	71 1	14 2	5 6	49	33	3 sc	Joseph A. Paul, Sorel, Que.
*90,527	J. B. McLeod	Chatham, Ont	1893	Mitchell's Bay, Ont.	53 5	12 1	5 7	18	14	35 sc	Robt. H. Dobson, Southampton, Ont.
125,980	J. B. Paine	Toronto	1906	Toronto, Ont.	39 6	8 0	5 0	11	8	4 sc	John B. Paine, Toronto, Ont.
126,175	J. C. Bruce	New Westminster	1908	Vancouver, B.C.	43 0	9 1	3 7	17	11	1 sc	John C. Bruce, New Westminster, B.C.
100,942	J. C. Else	Collingwood	1893	Waubaushene, Ont.	41 0	11 0	3 6	33	21	3 pa	Georgian Bay Lumber Co., Ltd., Waubaushene, Ont.
112,335	J. D. Hamill	"	1904	Meaford, Ont.	80 0	16 2	8 6	111	76	24 sc	Josiah Perks, *et al.*, J.O., Meaford, Ont.
100,039	J. D. Hewis	Toronto	1892	Midland, Ont	55 6	12 4	5 3	51	35	2 sc	David Hewis, M.O., Midland, Ont.
122,179	J. D. Morrison	Port Arthur	1907	Collingwood, Ont.	78 0	20 0	11 6	116	79	32 sc	The Canadian Towing & Wrecking Co., Ltd., Port Arthur, Ont.
122,161	J. E. Boyden	Vancouver,	1888	Seattle, Wash., U.S.A	84 4	19 0	9 7	122	83	37 sc	Boyden Tug Co., Ltd., Victoria, B.C.

† Formerly "Orillia." * Formerly "Earl."

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116,396	J. E. Mills	Sarnia	1883	Marysville, U.S.A	108 0	23 5	7 8	149	64	25 sc	Charles E. Millard, Sarnia, Ont.
122,647	J. F. Booth	Ottawa	1907	Latchford, Ont	75 4	18 0	5 2	90	53	8 pa	John R. Booth, Ottawa, Ont.
117,061	J. F. Hurdman	Ottawa	1902	Ottawa, Ont	36 0	8 7	3 0	4	4	$\frac{5}{8}$ sc	J. F. Hurdman, Ottawa, Ont.
107,946	J. G. Gidley	St. Catharines	1901	Little Current, Ont	70 5	14 7	7 0	57	39	14 sc	John J. Conlon, Thorold, Ont.
122,251	J. G. Witherbee	Quebec	1872	Philadelphia, Pa., U.S.A.	111 2	22 0	9 8	165	82	49 sc	Bernard J. Kaine, St. Alphonse de Chicoutimi, Que.
111,619	J. H. Hackett	"	1901	Quebec, Que	87 9	21 2	8 8	117	80	34 sc	Quebec Transportation & Forwarding Co., Ltd., Quebec, Que.
107,170	J. H. McDonald	Collingwood	1902	Collingwood, Ont	65 0	12 0	6 9	41	28	11 sc	J. P. McDonald, Blind River, Ont.
116,314	J. K. Secor	Amherstburg	1884	Toledo, O., U.S.A	77 5	15 9	7 4	83	56	6 sc	Albert Henning, Pelee Island, Ont.
111,802	J. L. Beckwith	Sault Ste. Marie	1872	Buffalo, N.Y., U.S.A	60 0	19 6	7 0	61	33	10 sc	Wm. Grierson, Sault Ste. Marie, Ont.
94,624	J. L. Murphy	Ottawa	1888	Sand Point, Ont	101 5	22 0	8 6	173	109	13 sc	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,333	J. L. Nelson	Halifax	1899	Yarmouth, N.S	64 0	13 8	3 6	38	19	12 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
116,397	J. M. Diver	Sarnia	1904	Sarnia, Ont	67 6	16 4	9 0	48	33	40 sc	The Reid Wrecking Co., Ltd., Sarnia, Ont.
112,309	J. M. Smith	Winnipeg	1905	Winnipeg, Man	120 0	21 0	4 0	179	122	8 pa	J. H. and E. T. Leech, J.O., Winnipeg, Man.
107,163	J. S. Blazier	Collingwood	1867 1892	East Saginaw, Mich., U.S.A.	80 0	14 0	9 0	89	60	75 sc	C. S. Boone, Toronto, Ont.

117,000	J. S. Thompson..	Ottawa.....	1902	Simcoe, Ont.....	40 0	16 0	3 6	13	8	2 sc ..	J. F. Hurdman, Ottawa, Ont.
122,626	J. Howard.....	Chatham, N.B.....	1908	Newcastle, N.B.....	48 0	11 5	5 0	16	11	10 sc ..	Timothy W. Crocker, Newcastle, N.B.
112,269	J. Paul.....	Montreal.....	1901	Sorel, Que.....	40 0	11 1	4 8	19	13	3 sc ..	Ovide Paul, Sorel, Que.
112,030	Jack.....	Quebec.....	1901	Montmagny, Que.....	49 8	14 2	5 8	31	21	4 sc ..	Wm. Price, Quebec, Que.
126,263	Jack C.....	Toronto.....	1907	Fesserton, Ont.....	43 0	10 0	4 0	19	13	3 sc ..	Walter Wm. Carter, Fesserton, Ont.
122,391	Jack Stuart.....	Victoria.....	1908	Victoria, B.C.....	60 0	13 0	3 5	36	18	6 sc ..	Archibald Stuart, Duncan, B.C.
122,293	Jack Winton.....	Prince Albert.....	1907	Prince Albert, Sask.....	50 0	15 0	2 5	19	12	3 pa..	Prince Albert Lumber Co., Ltd., Prince Albert, Sask.
66,033	James.....	Quebec.....	1870	St. Romuald, Que.....	105 2	20 4	7 7	127	31	20 pa..	W. Paul, jun., Sorel, Que.
116,373	James Adams.....	Port Arthur.....	.....	Duluth, Minn., U.S.A..	68 0	12 0	7 0	51	35	— sc ..	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
107,151	James Domville..	Vancouver.....	1898	Vancouver, B.C.....	121 6	25 8	4 7	486	294	15 pa..	Klondike, Yukon & Stewart Pioneers, Ltd., London, Eng.
111,511	James Holly.....	St. John, N.B.....	1901	St. John, N.B.....	48 0	13 8	6 5	31	21	5 sc ..	James Holly, St. John, N.B.
*71,219	James Leighton...	Sarnia.....	1875	Moore, Ont.....	39 2	13 7	5 6	23	16	25 sc ..	James Leighton; Port Elgin, Ont.
96,844	James McKeon...	"	1893	Sarnia, Ont.....	52 5	12 5	5 0	36	24	30 sc ..	Blind River Towing Co., Ltd., Sarnia, Ont.
96,842	James Mayhew...	Port Arthur.....	.....	.....	40 0	10 6	4 7	17	12	— sc ..	Eli J. Nuttall, Port Arthur, Ont.
121,984	James Morgan...	Sorel.....	1906	Hull, Que.....	52 0	11 6	4 8	21	8	4 sc ..	Edward A. D. Morgan, Montreal, Que.
116,971	James Neilson...	Chatham, N.B.....	1904	Chatham, N.B.....	61 0	14 5	5 7	31	21	8 sc .	Wm. Damery and H. B. McDonald, J. O., Chatham, N.B.
107,915	James Norris.....	St. Catharines.....	1868	Port Dalhousie, Ont.....	74 0	14 6	7 6	50	34	36 sc ..	James T. Davis, Montreal, Que.
100,943	James Playfair...	Collingwood.....	1894	Collingwood, Ont.....	50 0	11 6	6 0	26	18	3 sc ..	Erwin Tedford, Port Burwell, Ont.
†116,398	James Reid.....	Sarnia.....	1875	Wilmington, Del., U.S.A.	117 0	23 0	12 7	181	123	94 sc ..	The Reid Wrecking Co., Ltd., Sarnia, Ont.
92,307	James Storey.....	Collingwood.....	1888	Collingwood, Ont.....	63 0	14 2	7 3	49	33	14 sc ..	H. W. Saxton, Aylmer, Ont.
121,709	James Whalen...	Toronto.....	1905	Toronto, Ont.....	108 0	24 0	13 0	313	156	66 sc ..	The Canadian Towing & Wrecking Co., Ltd., Port Arthur, Ont.
85,369	Janet Craig.....	Ottawa.....	1884	Bristol, Que.....	50 0	13 0	3 9	12	6	20 sc ..	W. G. Workman, Ottawa, Ont.
117,191	Jap.....	Kenora.....	1905	Kenora, Ont.....	23 0	6 0	2 5	3	2	1 sc ..	Scott & Hudson Building Co., Ltd., Kenora, Ont.
‡100,038	Jasmine.....	Toronto.....	1892 1906	Toronto, Ont..... Sorel, Que.....	112 4	21 9	7 4	298	184	18 sc ..	The Toronto Ferry Co., Ltd., Toronto, Ont.
97,107	Jean.....	Port Burwell.....	1889	Buffalo, N.Y., U.S.A...	49 0	12 4	4 4	21	14	4 sc ..	Harry H. Boyd, Port Burwell, Ont.

* Formerly a sailing vessel. † Formerly "Protector." ‡Formerly "Ojibway."

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122,064	Jean	Montreal	1905	Montreal, Que	35 8	8 3	3 6	7	4	2 sc	Charles O. Clark, St. Paul, Que.
†92,560	Jeanne	"	1888 / 1898	"	73 7	10 2	7 0	37	25	10 sc	A. E. Brunet, Montreal, Que.
126,146	Jeanne D'Arc	Sorel	1908	Sorel, Que	96 2	22 3	6 5	105	69	3 sc	Auguste Thiaville, Sorel, Que.
77,925	Jennie B	Charlottetown	1878	Chatham, N.B	41 9	8 3	3 2	20	11	8 pa	R. W. Cunningham, Antigonish, N.S.
71,102	Jennie M. Harper	Chatham, Ont	1874	Chatham, Ont	48 0	8 7	3 0	20	18	12 sc	Jas. Pilgrim, Meaford, Ont.
100,795	Jennie June	New Westminster	1887	Seattle, Wash., U.S.A.	29 8	8 0	3 8	4	4	1 sc	J. A. Clarke, New Westminster, B.C.
107,814	Jennie Mac	Peterborough	1899	Peterborough, Ont	33 2	7 2	3 4	5	3	6 sc	C. B. McAllister, Peterborough, Ont.
74,400	Jennie Willson	Toronto	1879	Toronto, Ont	36 3	7 8	3 6	7	5	6 sc	The Snider Lumber Co., Ltd., Waterloo, Ont.
‡107,898	Jessie	Quebec	1879	Buffalo, N.Y., U.S.A.	46 0	12 5	5 5	19	13	7 sc	Achille Bernier, St. Joseph de Lévis, Que.
112,069	Jessie	Peterborough	1900	Bayonne, Mich., U.S.A.	31 0	7 5	3 6	9	6	2 sc	Stanley Burton, Peterborough, Ont.
107,721	Jessie	Vancouver	1899	Jersey City, N.J., U.S.A.	45 4	10 0	3 9	9	6	15 sc	Controller Northwest Mounted Police, Ottawa, Ont.
126,043	Jessie B	Port Arthur	1905	Rossport, Ont	29 0	8 0	4 0	5	3	1 sc	William Dampier, Port Coldwell, Ont.
107,744	Jessie Bain	Kingston	1888	Clayton, N.Y., U.S.A.	70 8	14 8	5 0	67	41	14 sc	The St. Lawrence River Steamboat Co., Ltd., Kingston, Ont.
103,643	Jessie Forward	"	1896	Millhaven, Ont	36 6	7 7	4 2	6	4	2 sc	J. F. Walsh, Napanee, Ont.

† Formerly "Chipmunk." ‡ Formerly "M. M. Drake."

96,780	Jessie Gray	Halifax	1889	Marble Mt., N.S.	80 0	17 9	5 7	76	48	20 pa.	Bras d'Or Lime Co., Ltd., Halifax, N.S.
70,288	Jessie Hall	Montreal	1867	Buffalo, N.Y., U.S.A.	83 5	17 0	8 8	57	29	120 sc.	Montreal Transportation Co., Ltd., Montreal, Que.
97,009	Jessie Hume	St. Catharines	1894	St. Catharines, Ont.	62 9	15 4	8 3	58	40	38 sc.	Minister of Public Works, Ottawa, Ont.
116,245	Jessie M.	Sault Ste Marie	1903	Algoma, Mills Ont.	42 0	10 0	4 2	14	8	1½ sc.	Alphonse Metiver, Algoma Mills, Ont.
117,115	Jessie Mac	Vancouver	1905	Vancouver, B.C.	61 5	16 0	7 5	57	39	8 sc.	John McDawen, Vancouver, B.C.
100,628	Jim and Tom	Port Dover	1907	Collingwood, Ont.	63 6	14 6	6 6	33	32	10 sc.	Jas. and T. H. Low, Port Dover, Ont.
100,635	Joan	Victoria	1892	Victoria, B.C.	176 8	30 0	11 0	821	544	85 sc.	Esquimalt & Nanaimo Ry. Co., Victoria, B.C.
111,572	Joe	Toronto	1900	Huntsville, Ont.	65 0	13 0	4 9	57	39	6 sc.	The Huntsville, Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
122,322	Joe	Vancouver	1906	Everett, Wash., U.S.A.	27 0	8 2	4 0	5	4	1 sc.	George A. Walkem, Vancouver, B.C.
116,378	Joe Dudley	Port Arthur	1865	Buffalo, N.Y., U.S.A.	70 0	15 0	8 6	52	36	10 sc.	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
74,371	Joe Knight	St. Catharines	1867	" "	35 5	11 3	4 4	14	11	10 sc.	Jas. Murray, St. Catharines, Ont.
111,670	John	Montreal	1902	Pt. Fortune, Que.	65 0	24 0	3 3	34	21	1 pa.	Merile Larocque, Point Fortune, Que.
92,556	John A	"	1888	Montreal, Que	57 2	12 8	5 6	20	13	3 sc.	J. C. Weir, Montreal, Que.
122,271	John Bull	Winnipeg	1903	Selkirk, Man.	35 0	9 5	3 5	13	9	1 sc.	The Dominion Fish Co., Ltd., Winnipeg, Man.
107,853	John C. Barr	Dawson	1898	Unalaska, Alaska, U.S.A.	144 6	28 2	4 8	547	316	150 pa.	R. B. Snowdon, Dawson, Yukon Territory.
*111,805	Jno. E. Russell	Toronto	1902	Richard's Landing, Ont.	54 0	12 4	4 4	26	17	10 sc.	John E. Russell, Toronto Ont.
121,705	John Fraser	Toronto	1905	Parry Sound, Ont.	31 5	8 0	3 2	6	4	½ sc.	John Fraser, Parry Sound, Ont.
112,084	John Glenn	Kenora	1899	Keewatin, Ont	32 0	10 0	3 4	14	4	3 pa.	Keewatin Lumber Co., Ltd., Keewatin, Ont.
92,387	John Haggart	Kingston	1887	Perth, Ont.	99 9	17 5	6 0	184	104	65 sc.	A. L. Carney, Sault Ste. Marie, Ont.
85,519	John Hanlan	Toronto	1884	Port Dalhousie, Ont.	71 0	16 0	6 0	37	25	25 sc.	Lawrence Solman, Toronto, Ont.
90,691	John Hunter	St. Catharines	1885	St. Catharines, Ont.	54 6	12 8	6 3	32	22	14 sc.	James Murray, St. Catharines, Ont.
107,002	John Irwin	Halifax	1897	Paisley, G. B.	140 0	23 1	9 7	303	80	68 sc.	The Port Hood Richmond Railway Coal Co., Ltd., Halifax, N.S.
107,136	John J. Noble	Goderich	1901	Goderich, Ont.	68 1	15 1	6 9	33	23	13 sc.	Dominion Fish Co., Ltd., Winnipeg, Man.
103,693	John Jordan	Sault Ste. Marie	1896	Bay City, Mich., U.S.A.	29 7	8 0	3 0	6	3	5 sc.	Blind River Towing Co., Blind River, Ont.

*Formerly "W. J. Smith."

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
97,037	John L. Cann	Yarmouth	1891	Yarmouth, N.S.	97 8	19 8	9 0	166	77	34 sc	H. B. Cann, Yarmouth, N.S.
107,242	John L. Card	Victoria	1897	New Westminster, B.C.	92 0	24 0	8 0	141	96	5 sc	Federation Brand Salmon Canning Co., Ltd., Victoria, B. C.
100,122	John Lee Senior.	Wallaceburg	1888	Wallaceburg, Ont.	86 0	21 0	7 2	88	60	9 sc	John Lee, sr., Wallaceburg, Ont.
94,919	John Logie	Southampton	1893	Goderich, Ont.	76 0	13 8	5 5	37	25	13½ sc	John Logie, Southampton, Ont.
77,992	John McDonald	Ottawa	1879	Ottawa, Ont.	48 0	8 6	3 0	24	16	6 sc	Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,137	John McKay	Goderich	1901	Goderich, Ont.	68 1	15 1	6 9	34	23	14 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
112,339	John McRae	Collingwood	1905	Meaford, Ont.	62 0	14 0	6 4	34	23	10 sc	John McRae, Meaford, Ont.
126,079	John P. Douglass	Vancouver	1908	Vancouver, B. C.	83 4	20 4	5 1	237	149	3 pa	Alfred E. Yates, M.O., Vancouver, B. C.
117,121	John Randall	Kingston	1905	Kingston, Ont.	104 4	22 5	7 7	166	76	13½ sc	John Randall, Seeley's Bay, Ont.
*88,241	John Rolph	Toronto	1883	Deseronto, Ont.	136 6	27 8	10 3	421	212	32 sc	Michael J. Haney, Toronto, Ont.
103,033	John Thomson	Ottawa	1889	Quinze Bay, Que.	39 0	8 6	3 3	5	4	5 sc	R. A. Klock, Klock's Mills, Ont.
92,309	John William	Collingwood	1888	Fesserton, Ont.	36 0	10 9	4 0	14	10	12 sc	W. W. Carter, Fesserton, Ont.
107,666	Johnnie H	Quebec	1899	Quebec, Que	41 0	10 4	4 0	14	5	10 sc	John S. Thom, Quebec, Que.
92,541	Joliette	Montreal	1887	Montreal, Que.	45 0	15 6	3 8	13	9	16 sc	Stewart S. Joseph and Jessie Joseph J. O., Stanstead, Que.

* Formerly "Resolute."

116,262	Jolly Four	Toronto			36 0	10 5	4 6	10	7	1 sc	Harry Oldfield, Parry Sound, Ont.
100,669	Jopl	Kingston	1895	Newboro', Ont	52 2	7 8	3 6	11	7	9 sc	John Paul, Newboro', Ont.
107,804	Joseph	St. John, N.B.	1899	St. John, N.B.	58 6	16 4	7 4	54	37	17 sc	Andrew B. Ruddock, St. John, N.B.
107,621	Joseph Clossett	New Westminster	1898	Lake Bennett, B.C	80 0	21 0	4 5	147	93	3½ pa	British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,047	Joseph Taylor	Ottawa	1894	Lac Dumoine, Que.	37 0	15 7	3 6	17	9	20 pa	J. R. Booth, Ottawa, Ont.
103,669	Josie	Winnipeg	1897	Kenora, Ont.	32 0	7 8	4 2	12	7	1 sc	D. L. Mather, Kenora, Ont.
85,496	Juanita	Toronto	1880	Hamilton, Ont.	30 0	6 6	2 8	3	2	5 sc	James Moreau, Port Severn, Ont.
121,734	Juanita	Vancouver	1906	Vancouver, B.C.	19 8	7 2	2 2	3	2	½ sc	Albert French, Vancouver, B.C.
103,936	Jubilee	Chatham, N.B.	1897	Douglastown, N.B	43 9	11 6	4 8	17	11	3 sc	William Anderson, Church Point, N. B.
90,529	Jubilee	Chatham, Ont	1888	Algonac, Mich., U.S.A.	53 6	10 6	.. ..	10	7	— sc	J. H. Ferguson, *et al.*, Blenheim, Ont.
103,645	Jubilee	Kingston	1897	Kingston, Ont.	84 2	15 4	5 0	117	78	10 sc	Temiskaming Navigation Co., Ltd., Mattawa, Ont.
103,953	Jubilee	Montreal	1897	Sorel, Que.	66 4	10 5	3 7	25	17	2 sc	H. W. Albro, Megantic, Que.
107,982	Jubilee	Ottawa	1897	Ottawa, Ont.	35 3	6 5	3 0	2	1	4 sc	Geo. Gale, *et al.*, Ottawa, Ont.
92,723	Jubilee	Toronto	1887	Port Carling, Ont.	30 6	5 4	3 4	3	2	1 sc	Joseph S. Wallace, Port Carling, Ont.
121,840	Judge Moore	St. John, N.B.	1885	Tarrytown, N.Y., U.S.A	62 3	13 7	5 4	36	25	13 sc	John P. Lunn, *et al.*, Albert, N. B.
103,580	Julian V. O'Brien	Collingwood	1888 1892	Buffalo, N.Y., U.S.A.	70 0	16 5	8 2	59	31	14 sc	Wm. E. Bigwood, Toronto, Ont.
122,421	Jumbo	Halifax	1907	Mahone Bay, N. S.	35 0	8 6	3 7	6	4	12 sc	Alfred R. Cogswell, Halifax, N. S.
90,764	Juno	Goderich	1887	Goderich, Ont.	62 0	14 0	6 0	28	19	40 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
100,415	Juno	Ottawa	1890	March Landing, Ont.	49 0	9 2	8 0	17	8	10 sc	Wm. H. Berry, March, Ont.
90,771	Juno	Windsor, Ont.	1885	Wallaceburg, Ont.	139 7	26 8	8 8	288	196	175 sc	M. J. Haney, Toronto, Ont.
103,062	Juno	Yarmouth	1895	Yarmouth, N.S.	37 0	9 2	4 0	9	2	2 sc	L. E. Baker, Yarmouth, N.S.
*90,571	Kaministiquia	Port Arthur	1886 1906	Toronto, Ont. Port Arthur, Ont.	109 0	22 0	7 0	106	72	13 sc	A. J. Thompson, *et al.*, J.O., Port Arthur, Ont.
96,999	Kaslo	New Westminster	1892	Kootenay Lake, B.C.	62 0	13 5	6 0	51	35	13½ sc	C. Sweeny, Vancouver, B.C.

*Formerly "Imperial."

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107,827	Kaslo	Victoria	1900	Kaslo, B.C.	173 5	27 0	7 4	765	370	32 pa.	A. H. MacNeill, Rossland, B.C.
107,887	Kate	Montreal	1900	Montreal, Que	67 0	16 2	7 9	61	42	13 sc.	Harry Aird, Quebec, Que.
80,726	Kate	Quebec	1880	Lévis, Que	48 9	12 6	6 0	23	7	18 sc.	John Taylor, Montreal, Que.
117,034	Kate	Sault Ste. Marie	1899	Bay Mills, Mich., U.S.A.	63 0	16 0	6 9	63	30	8 sc.	Joseph Ganley, Sault Ste. Marie, Ont.
112,175	Kate	Toronto	1902	Toronto, Ont.	63 0	9 3	4 0	22	15	4 sc.	H. M. Mowat, Toronto, Ont.
71,224	Kate Marks	Sault Ste. Marie	1875	Bruce Mines, Ont.	52 0	13 6	5 6	54	43	4 sc.	Thomas Marks, Port Arthur, Ont.
83,385	Kate Murray	Toronto	1878	Hamilton, Ont.	36 6	6 5	3 0	3	2	5 sc.	Mrs. Mary J. Vanderburg, Port Carling, Ont.
121,912	Kathleen	Kenora	1906	Kenora, Ont.	60 0	13 6	4 0	51	35	3 sc.	Albert Robertson and Russell E. Doucett, Kenora, Ont.
116,631	Kathleen	Lindsay	1905	Lindsay, Ont	66 0	14 0	4 0	37	26	6 sc.	Edward Elliott, M.O., Lindsay, Ont.
126,031	Kathleen	Liverpool	1907	Liverpool, N. S.	75 1	16 4	7 1	63	38	16⅔ sc.	Mrs. Rosanna Neville, Halifax, N. S.
112,235	Kathleen	St. John, N.B.	1903	St. John, N.B.	38 7	7 4	3 5	6	4	8 sc.	George W. Cooke, St. John, N.B.
90,574	Kathleen	Toronto	1886	Toronto, Ont.	84 0	18 0	5 5	110	72	35 sc.	The Toronto Ferry Co., Ltd., Toronto, Ont.
103,687	Katie	"	1896	Jersey City, N.J., U.S.A.	30 0	6 7	2 8	4	3	— sc.	C. P. Chisholm, Oakville, Ont.
111,538	Katie	Vancouver	1900	Vancouver, B.C.	25 5	7 8	2 4	3	2	1 sc.	Gordon H. Hardie and Nicholas Thompson, Vancouver, B.C.

107,786	Katie Bell	Ottawa	1898	Montreal, Que	31 0	6 4	2 4	2	2	4 sc	John R. McRae, Ottawa, Ont.
107,871	Kawartha	Lindsay	1900	Bobcaygeon, Ont	46 0	9 6	3 6	17	11	10 sc	William Burgoyne, Fenelon Falls, Ont.
103,680	Keenora	Toronto	1897	Kenora, Ont	119 9	28 0	8 3	486	269	38 sc	The Rainy River Navigation Co., Ltd., Kenora, Ont.
†107,210	Keewatin	Kenora	1899	" "	69 0	16 5	6 2	82	50	13 sc	T. Robinson and A. Derry, J.O., Kenora, Ont.
125,985	Keewatin	Montreal	1907	Govan, G. B	336 5	43 8	23 6	3,856	2,470	298 sc	Canadian Pacific Railway Co., Montreal, Que.
103,660	Keewatin	Winnipeg	1896 1900	Selkirk, Man	49 0	10 0	3 3	20	14	16 sc	Ewing & Fryer Fish Co., Ltd., Selkirk, Man.
121,789	Kegabonga	Ottawa	1899	Kegabonga Lake, Que	36 0	16 0	3 3	14	9	2 pa	Gilmour & Hughson, Ltd., Ottawa, Ont.
111,780	Kelowna	Victoria	1902	Kelowna, B.C	78 0	18 8	5 6	65	44	4 sc	D. Lloyd-Jones, Kelowna, B.C.
107,745	Kenirving	Kingston	1900	Smith's Falls, Ont	104 4	20 8	6 7	145	70	25 sc	Edward Smith, Storrington, Ont.
122,446	Kennebecasis	St. John, N.B	1907	Gondola Point, N.B	38 2	16 8	2 3	10	10	4 —	William A. Pitt, Gondola Point, N.B.
100,047	Kenneth	Brockville	1889	Alexandria Bay, N.Y., U.S.A.	38 0	6 8	3 3	4	2	2 sc	Geo. Morrow, Cornwall, Ont.
88,329	Kenogami	Quebec	1886	Quebec, Que	48 7	12 8	5 0	21	14	10 sc	Evan J. Price, Quebec, Que.
94,935	Kenosha	Linsday	1891	Linsday, Ont	112 0	20 0	6 5	266	170	100 pa	Jos. B. Parkin, M. O., Lindsay, Ont.
85,512	Kenozha	Toronto	1883	Gravenhurst, Ont	100 8	18 2	6 2	225	124	16 sc	The Muskoka & Nipissing Nav., Co., Ltd., Gravenhurst, Ont.
122,583	Keremeos	Yarmouth	1908	Yarmouth, N.S	34 0	9 6	4 0	8	4	2 sc	James Stewart Gray, Yarmouth, N.S.
126,172	Kerland	New Westminster	1907	New Westminster, B.C	39 5	8 9	4 8	11	7	2½ sc	W. J. Kerr, Ltd., New Westminster, B.C.
116,332	Kestrel	Ottawa	1903	Vancouver, B.C	126 0	24 0	12 2	311	188	59 sc	Minister of Marine and Fisheries, Ottawa, Ont.
116,379	Kestrel	Port Arthur	1904	Port Arthur, Ont	36 5	9 5	4 0	13	9	⅝ sc	P. S. Bowell, *et al.*, J. O., Port Arthur, Ont.
111,564	Kestrel	Toronto	1900	Toronto, Ont	38 0	8 0	3 5	7	5	3 sc	James Playfair, Midland, Ont.
100,046	Kilbirnie	Brockville	1887	Alexandria Bay, N.Y., U.S.A.	45 0	7 0	3 7	15	10	10 sc	R. J. Brodie, Smith's Falls, Ont.
100,409	Kildare	Hamilton	1901	Hamilton, Ont	32 0	7 5	3 6	5	4	4 sc	Wm. Lafarelle, Hamilton, Ont.
96,988	Kildonan	Vancouver	1891	Victoria, B.C	68 3	14 2	6 9	51	32	14 sc	Ernest E. Evans, Vancouver, B.C.
102,022	Kilkeel	Parrsboro	1895	Paisley, G.B	135 0	21 0	9 4	252	56	39 sc	The Kilkeel Company Ltd., Toronto, Ont.
97,114	Killarney Belle	Collingwood	1892	Collingwood, Ont	52 0	12 0	5 6	28	19	3 sc	The Manitoulin Ranch & Lumber Co., Ltd., Walkerville, Ont.
116,213	King Bird	Quebec	1898	Sorel, Que	34 8	6 0	3 0	5	4	1 sc	Chas. Pagé, Three Rivers, Que.

† Formerly "Maple Leaf."

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103,818	King Edward. ...	Belleville.....	1907	Trenton, Ont.....	50 5	9 9	5 1	24	16	2 sc ..	J. R. Booth, Ottawa, Ont.
111,600	King Edward VII.	New Westminster...	1901	Port Guichon, B.C.....	60 0	13 5	6 5	58	40	11 sc ..	G. H. French, Vancouver, B.C.
116,985	Kingfisher.....	Kenora.....	1904	Kenora, Ont.....	65 0	14 1	10 0	77	52	19 sc ..	Rat Portage Lumber Co., Ltd., Kenora Ont.
111,654	Kingston.....	Toronto	1901	Toronto, Ont..	288 0	36 2	13 3	2,925	1,909	273 pa..	The Richelieu & Ontario Nav. Co., Montreal, Que.
94,760	Kingsville...	St. John, N.B. ..	1889	Rothesay, N.B.	47 5	14 2	7 5	37	25	40 sc .	Chas. D. Masson, St. John, N.B.
121,973	Kiora	Victoria.....	1906	Victoria, B.C.....	37 0	10 7	4 3	12	9	2 sc ..	Walter Scott Chambers, Victoria, B.C.
107,664	Kiskisink...	Quebec	1899	Island of Orleans, Que...	26 6	6 6	3 4	3	3	1 sc ..	Nazaire Simoneau, Lake Kiskisink, Que.
83,159	Kismet.....	Belleville.....	1894	Belleville, Ont	36 4	7 2	3 0	5	4	10 sc ..	E. B. Burrell, Belleville, Ont.
126,206	Kitimac	Vancouver.....	1908	Vancouver, B.C.....	43 0	9 3	4 8	18	12	2 sc..	Joseph W. Chappell, M.O., Vancouver, B.C.
116,240	Ki tie..... . .	Weymouth.....	1891	U.S.A...	27 0	10 4	3 5	5	5	⅝ sc ..	Mrs. Sarah May Farnsworth, Haverhill, Mass., U.S.A.
100,098	Kitty J.....	St. John, N.B	1889	Baldwinsville, N. Y., U.S.A.	27 5	5 8	1 8	1	1	2 sc ..	F. Burton, Benton, N.B.
126,202	Klahum...	Vancouver.....	1907	Vancouver, B.C...	31 5	9 0	3 6	11	7	1 sc..	Edwin D. Taylor, Vancouver, B.C.
116,257	Klein.....	Toronto.....	1903	Toronto, Ont	39 9	10 0	5 0	15	10	3 sc ..	Mrs. Elizabeth A. Knowles, Toronto Ont.
103,928	Klondike.. ...	Peterborough.....	1898	Peterborough, Ont.....	25 0	5 0	3 0	2	1	2 sc ..	E. W. Jenkins, Magnetawan, Ont.

107,200	Klondike	Winnipeg	1896	Prince Albert, Sask.	42	6	8	8	8	4	1 sc.	J. McK. Smith, Prince Albert, Sask.
123,976	Knight	Vancouver	1908	Vancouver, B.C.	44	5	12	0	5	7	21	11	4 sc.	Richard E. Gosse, Vancouver, B.C.
126,201	Kobe	Vancouver	1908	Steveston, B.C.	41	0	10	0	4	1	11	19	3 sc.	Nimpkish Lake Logging Co., Ltd., Vancouver, B.C.
103,305	Kokanee	New Westminster	1896	Nelson, B.C	142	5	24	8	5	7	348	165	19 pa.	Canadian Pacific Railway Co., Montreal, Que.
103,164	Kootenay	Vancouver	1897	Nakusp, B.C.	183	5	32	6	6	2	1,117	732	21 pa.	" " "
111,820	Kootney	"	1900	Nelson, B.C.	43	0	8	0	3	9	8	5	2 sc.	Sechelt Steamship Co., Ltd., Vancouver, B.C.
126,323	Kuiu	Vancouver	1907	Vancouver, B.C.	23	4	6	0	2	6	4	2	¾ sc.	Henry E. Davies, Bowen Island, B.C.
121,758	Kuskanook	"	1906	Nelson, B.C	193	5	30	9	7	0	1,008	548	32 pa.	Canadian Pacific Ry., Co., Montreal, Que.
92,596	L. Boyer	Halifax		U.S.A.	82	0	17	8	7	4	60	49	12 sc.	The A. C. Whitney Co., Ltd., Halifax, N.S.
107,382	L'Ami	Ottawa	1898	Ottawa, Ont.	36	0	6	2	2	4	2	2	4 sc.	E. Chateauvert, *et al.*, Ottawa, Ont.
92,779	L'Ami	Quebec	1890	Lévis, Que.	38	0	10	7	4	4	16	8	20 sc.	A. Bernier, Lévis, Que.
78,031	La Belle	Chatham, Ont	1879	Belle River, Ont.	72	0	20	4	5	9	75	58	10 sc.	H. A. Hackett, Amherstburg, Ont.
82,778	La Canadienne	Ottawa	1880	Port Glasgow, G.B.	154	3	22	7	10	9	372	227	60 sc.	The Minister of Marine and Fisheries, Ottawa, Ont.
107,866	La France	Dawson	1902	Lower Labarge, Y.T.	99	8	19	4	3	4	201	169	4 pa.	R. W. Calderhead, Dawson, Y.T.
59,478	La Have	Lunenburg	1871	Yarmouth, N.S.	58	0	15	0	7	0	49	34	60 sc.	F. J. Logan and S. Sutherland, Musquodoboit Harbour, N.S.
*88,616	La Have Packet	"	1884 / 1904	Mahone Bay, N.S.	72	0	21	4	8	8	73	68	4 sc.	J. N. Rafuse, M.O., La Have, N.S.
125,982	La Reine	Montreal	1907	La Tuque, Que.	26	4	6	0	1	8	2	1	1 sc.	Arthur Paquin, La Tuque, Que.
121,779	La Reine	Winnipeg	1906	Winnipeg, Man.	43	0	10	0	4	0	22	15	1 sc.	Lake Club, Ltd., Winnipeg, Man
90,884	La Tour	Yarmouth	1888	Yarmouth, N.S.	97	3	20	7	7	8	154	99	30 sc.	Hugh B. Cann, Yarmouth, N.S.
121,830	La Tuque	Montreal	1906	Grandes Piles, Que.	76	0	20	4	4	7	110	79	6 sc.	Ovila Laing and Maxime Clouthier, Grandes Piles, Que.
125,981	Lac St. John	"	1907	La Tuque, Que.	56	7	14	5	3	0	43	27	2 pa.	Ferdinand Bergeron and Phil. Perron, J.O., St. Jerome, Lac St. Jean, Que.
100,765	Ladas	Toronto	1894	Cache Bay, Ont.	73	0	15	0	7	0	54	37	21 sc.	Victoria Harbour Lumber Co., Ltd., Toronto, Ont.
121,767	Lady Clare	Vancouver	1906	Vancouver, B.C.	27	0	6	0	2	1	1	1	1 sc.	Alfred M. Clare, Vancouver, B.C.

* Formerly a sailing vessel and 'Mahone Bay Packet.'

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61,443	Lady Dufferin	Chatham, N.B.....	1874	Miramichi, N.B	79 5	18 0	4 8	47	29	15 se ..	Joseph A. Russel, Vancouver, B.C.
103,512	Lady Eileen.....	Gaspé.....	1905	Port Glasgow, G.B	168 2	31 0	19 6	921	526	104 sc ..	The Interprovincial Navigation Co., of Canada, Ltd., Campbellton, N.B.
74,027	Lady Ellen.....	Winnipeg.....	1877	Toronto, Ont	46 0	11 5	5 0	19	13	4 sc ..	Hugh Armstrong, Selkirk, Man.
* 109,680	Lady Evelyn	Quebec.....	1901	Tranmere, G.B.....	189 0	26 1	9 5	483	39	150 sc ..	The Post Office Department of Canada, Ottawa, Ont.
77,863	Lady Forrest.....	"	1878	Quebec, Que.....	31 0	8 5	3 6	6	4	12 sc ..	Godfrey Charles Lomer, Montreal, Que.
111,913	Lady Franklin....	Toronto	1901	Sparrow Lake, Ont.....	36 0	7 6	2 8	5	4	1 sc ..	Thos. Stanton, Sparrow Lake, Ont.
122,014	Lady Grey	Ottawa..... ...	1906	Barrow, G.B.....	172 0	32 2	15 9	733	65	353 sc ..	The Minister of Marine and Fisheries, Ottawa, Ont.
77,911	Lady Ida.....	Port Hope...	1878	Lindsay, Ont.....	54 0	11 9	2 5	28	17	16 pa..	John Eldridge, Omemee, Ont.
112,399	Lady Laurier....	Ottawa.....	1902	Paisley, G.B.....	214 9	34 2	17 2	1,051	413	186 sc ..	Minister of Marine and Fisheries. Ottawa, Ont.
107,498	Lady Laurier.....	Quebec.....	1898	Quebec, Que.....	22 0	5 5	2 5	2	2	2½ sc .	P. Rousseau, Quebec, Que.
116,641	Lady Minto	Ottawa.....	1903	Temiscamingue, Que....	141 0	41 6	8 0	403	254	42 pa..	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
100,760	Lady Smith	Toronto	1893	Barrie, Ont.....	40 0	7 0	2 7	6	4	1 sc ..	Charles C. Pilkey, Orillia, Ont.
85,406	Lady Sybil.....	Magdalen Islands...	1908	Greenock, G.B.....	165 0	28 1	18 7	676	352	173 sc ..	The Magdalen Islands Steamship Co., Ltd., Halifax, N.S.
117,125	Lady of the Isles..	Kingston	1901	Kingston, Ont.....	31 6	7 2	2 9	5	3	1 sc ..	J. H. Davis, Kingston, Ont.

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80,846	Lady of the Lake..	Halifax.....	1880	Porter's Lake, N.S	33 5	8 4	4 0	5	3	6 sc ..	John A. McCallum, Windsor, N.S.
112,140	Lady of the Lake..	Kingston.....	1902	Kingston, Ont.....	41 8	8 0	3 6	7	4	3 sc ..	Chas. J. Gibson, Toronto, Ont.
.....	Lady of the Lake..	Montreal.....	1867	Magog, Que	152 6	25 6	8 9	607	369	....	F. A. McKinnon, Montreal, Que.
111,854	Lady of the Lake..	Owen Sound	1902	Thornbury, Ont.....	70 0	14 6	5 0	47	25	35 sc ..	Frank Henman, M.O., Thornbury, Ont.
100,289	Lady of the Lake..	Peterborough.	1897	Bridgenorth, Ont	60 0	10 5	3 6	33	19	25 sc ..	W. B. Kelly, Bridgenorth, Ont.
90,576	Lady of the Lake..	Toronto	1886	Bala, Ont.....	49 6	8 4	4 6	10	7	2 sc ..	The Huntsville Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont
72,683	Lady of the Lake..	Victoria.....	1878	Dease Lake, Cassiar, B.C.	60 0	10 2	5 0	21	13	12 sc ..	J. McKenzie, Cassiar, B.C.
103,661	Lady of the Lake..	Winnipeg.....	1897	Selkirk, Man	105 0	18 5	8 9	201	155	13 sc ..	The Minister of Marine and Fisheries, Ottawa.
111,973	Laird McAulay...	Southampton. . ..	1907	Wallaceburg, Ont. . ..	74 0	17 0	7 8	88	60	13⅔ sc ..	Donald McAulay, Southampton, Ont.
116,258	Lake.....	Toronto	1901	Kingston, Ont.....	40 0	11 4	5 6	13	5	10 sc ..	The Randolph Macdonald Co., Ltd., Toronto, Ont.
83,373	Lake Joseph.....	"	1880	Gravenhurst, Ont.	52 0	10 3	4 0	28	19	10 sc ..	The Muskoka & Nipissing Nav. Co., Ltd., Gravenhurst, Ont.
88,537	Lake Michigan ...	Hamilton	1872	St. Catharines, Ont.....	136 0	23 9	11 5	588	360	80 sc ..	Malcolm Mackenzie, *et al.*, J. O., Sarnia, Ont.
116,757	Lakefield.....	Toronto	1904	Sparrow Lake, Ont.....	63 0	14 0	5 0	33	22	2 sc ..	Frank Stanton and A. F. Stanton, Sparrow Lake, Muskoka, Ont.
90,778	Lakeside	Windsor, Ont.....	1888	Windsor, Ont.....	121 0	26 0	9 3	348	220	200 sc ..	Lakeside Navigation Co., Ltd., Walkerville, Ont.
121,824	Lancaster.....	Montreal..	1895	Lancaster, Ont.....	65 9	18 2	4 8	40	27	3 sc ..	J. Hogue and C. Bellefeuille, Valleyfield, Que.
90,604	Lansdowne.....	Ottawa.....	1884	Maccan, N.S..... ...	188 6	32 1	15 8	680	463	80 sc ..	The Minister of Marine and Fisheries, Ottawa, Ont.
88,629	Lansdowne	Windsor, Ont.....	1884	Wyandotte, Mich., U.S.A	294 0	41 3	13 0	1,571	908	1000 pa..	Grand Trunk Railway Co., Montreal, Que.
103,107	Laprairie..... ..	Montreal.....	1869 1894	Montreal, Que..... Sorel "	197 3	28 0	8 2	600	372	48 pa..	Richelieu & Ontario Navigation Co., Montreal, Que.
107,092	Lapwing	New Westminster..	1898	Victoria, B.C.....	78 9	22 0	6 0	151	98	3 sc ..	Wm. Rogers, *et al.*, Victoria, B.C.
112,242	Lara..	" ...	1902	Vancouver, B.C.....	29 2	8 0	3 2	8	5	⅘ sc ..	St. Mungo Canning Co., Ltd., New Westminster, B.C.
103,891	Lardeau...	" ...	1896	Lardeau, B.C..... ...	42 2	8 8	4 6	10	7	1 sc ..	Fred Robertson Lumber Co., Ltd., Revelstoke, B. C.
111,951	Lark.....	" ...	1904	New Westminster, B. C.	76 0	13 0	2 8	58	37	7 sc ..	Peter Burrill, Ltd., Vancouver, B.C.
112,070	Lassie....	Peterborough.. ...	1903	Hastings, Ont.....	36 0	7 5	3 3	6	4	8 sc ..	T. A. Fraser, Hastings, Ont.
112,225	Latona..	St. John, N.B.....	1902	St. Mary's, N.B.	51 1	11 7	4 0	23	15	12 sc ..	The St. John River Log Driving Co., Ltd., Fredericton, N.B.
85,531	Laura	Chatham, N.B.....	1883	Yarmouth, N.S.....	53 3	10 5	4 9	14	8	12 sc ..	John C. Miller, Derby, N.B.

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116,989	Laura A.....	Kenora.....	1905	Fort Frances, Ont.	44 5	9 5	4 0	26	17	6 sc ..	G. C. Allan, Fort Frances, Ont.
117,130	Laura B.....	Kingston.....	1906	Gananoque, Ont	23 4	5 4	2 2	2	1	⅛ sc ..	George A. Whitmarsh, Gananoque, Ont.
107,171	Laura Grace.....	Port Arthur	1901	Collingwood, Ont.....	76 0	16 6	11 0	86	58	16 sc ..	The Lake Superior Tug Co., Ltd., Port Arthur, Ont.
116,217	Laura Hickler.....	Sault Ste. Marie....	1883	Buffalo, N. Y., U. S. A.	46 9	9 8	4 8	13	9	2 sc ..	W. W. Grant and C. H. Ramsay, J. O., Spanish Station, Ont
94,768	Laura M.....	Owen Sound...	1894	Meaford, Ont..	44 0	10 3	4 6	18	12	25 sc ..	Nicholas Jorgenson, Port Coldwell, Ont.
107,878	Laura Mc.....	Lindsay.....	1900	Lindsay, Ont.	26 0	6 2	2 6	2	2	5 sc ..	Thomas McConnell, Lindsay, Ont.
103,093	Laurier	Montreal.	1893 1899	Sorel, Que..... Montreal, Que.....	59 8	16 7	4 0	19	13	2 sc ..	Mrs. Elizabeth Brulé, Sorel, Que.
103,356	Le Brochu	Quebec.	1894	Cedar Hall, Que.... ...	51 5	11 7	6 0	19	13	23 sc ..	R. M. Blais, Cedar Hall, Que.
103,147	Le Colon	"	1894	Roberval, Que....	78 8	23 8	4 4	173	109	11 pa..	E. F. Würtele, Quebec, Que.
126,158	Le Flottant.	Montreal..... ..	1908	Bout de l'Ile, Que...	49 4	10 3	6 7	22	15	1 sc..	Amende Archambault, Bout de l'Ile, Que.
116,226	Le Roberval ...	Quebec.....	1902	Roberval, Que.....	85 8	22 5	4 4	126	71	10 pa..	La Cie de Pulpe de Roberval, Roberval, Que.
117,112	Le Roi.	Vancouver	1905	Vancouver, B.C.....	108 3	21 6	12 0	196	133	51 sc ..	T. J. Kickham, Vancouver, B.C.
103,141	Lea	Quebec	1893	Three Rivers, Que. ..	42 6	9 8	3 4	12	8	2 sc ..	J. Arel, Three Rivers, Que.
100,882	Leader.....	St. John, N.B.....	1894	St. John, N.B.....	56 6	13 0	6 0	29	20	5 sc ..	T. M. Elston, *et al.*, Westfield, N.B.

100,926	Leclair	Ottawa	1885	Ottawa, Ont	16 8	5 6	2 2	1	1	1 sc	F. Leclair, Ottawa, Ont.
100,049	Lee	Brockvil'e	1897	Kingston, Ont	46 0	9 3	4 1	9	7	4 sc	J. McGraw, Brockville, Ont.
122,394	Leebro	Victoria	1908	Victoria, B.C.	123 5	28 8	11 1	323	198	22 sc	Steamer Leebro, Ltd., Victoria, B.C.
112,333	LeightonMcCarthy	Collingw od	1904	Collingwood, Ont.	63 0	13 6	6 6	36	25	10 sc	W. A. Clarke and Thomas Drever, Collingwood, Ont.
121,977	Leila	Victoria	1906	Vancouver, B.C.	36 0	9 0	3 6	10	5	1 sc	George L. Courtney, Victoria, B.C.
111,455	Lemoine	Winnipeg	1898	McArthur's Landing, Man.	30 2	9 3	3 2	5	4	12 sc	Minister of Public Works, Ottawa, Ont.
103,243	Lena	Montreal	1881	Lake Megantic, Que.	48 3	14 2	4 3	22	15	5 sc	G. H. Flint, Montreal, Que.
107,842	Lena	Simcoe	1898	St. Williams, Ont.	45 0	11 5	5 3	14	8	19 sc	Edward W. and Allan Ross, J. O., Tp. of Dunne, Ont.
122,079	Lena	Toronto	1906	Hamilton, Ont	25 5	6 2	2 7	3	2	1 sc	Henry Louis Bastien, Hamilton, Ont.
122,342	Lena May	"	1906	Penetanguishene, Ont.	35 0	7 6	3 8	7	4	½ sc	The Upper Ontario Steamboat Co., Ltd., New Liskeard, Ont.
88,453	Lennox	Arichat	1887	Dartmouth, N.S.	61 0	17 8	7 5	66	42	30 pa	John Murchison, Grand River, N.S.
112,278	Lenora	Montreal	1900	Seven Islands, Que.	38 0	8 3	4 0	8	6	7 sc	The Seven Islands Company, Montreal, Que.
103,707	Lenore	Halifax	1897	Yarmouth, N.S.	44 0	11 0	5 0	15	5	10 sc	Robert Hendsbee, Half Island Cove, N.S.
90,816	Lenore	Port Hope	1887	Cobourg, Ont.	39 0	7 3	3 5	6	4	9 sc	H. Dennis, Cobourg, Ont.
107,893	Leo	Montreal	1896	Montreal, Que.	34 9	7 4	3 0	2	1	1 sc	W. W. Cooke, Grenville, Que.
126,176	Leola	New Westminster	1908	New Westminster, B.C.	24 8	6 6	2 7	3	2	8 sc	David Murchie, New Westminster, B.C.
100,928	Leon	Ottawa	1893	High Falls, Que.	44 7	10 3	3 6	15	12	10 sc	L. Cyr, High Falls, Que.
107,738	Leone	Kingston	1899	Rockport, Ont	37 4	7 0	2 9	4	3	6 sc	Frederick Huck, Rockport, Ont.
80,903	Leonora	Vancouver	1876	Vancouver, B.C.	57 0	9 0	5 3	33	18	15 sc	C. L. Shaw and J. D. Sweeney, Port Harvey, B.C.
110,542	Leuctra	St. John, N.B	1899	Port Glasgow, G.B.	324 7	45 4	22 5	3,027	1,950	290 sc	Steamship Leuctra Co., Ltd., Rothesay, N.B.
75,638	Lewis Shicklun	St. Catharines	1878	St. Catharines, Ont.	45 4	11 0	5 7	16	11	25 sc	Jas. Murray, St. Catharines, Ont.
126,155	Lib	Montreal	1908	Montreal, Que.	62 5	14 1	5 6	31	15	4 sc	Thomas Gauthier, Montreal, Que.
107,813	Libbie	Peterborough	1898	Lakefield, Ont.	28 5	5 8	2 4	3	2	4 sc	Wellington McDonald, Lakefield, Ont.
116,279	Liberty	Halifax	1903	Sheet Harbour, N.S.	76 5	20 3	7 5	96	42	75 sc	D. W. B. Reid, Halifax, N.S.
122,380	Light Star	Vancouver	1907	Vancouver, B.C.	30 0	9 4	3 1	7	5	1 sc	John Valiente, Vancouver, B.C.

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107,156	Lightning	Dawson	1898	Vancouver, B.C.	140 0	30 0	5 0	557	351	43 pa.	Andrew S. Grant, Dawson, Y.T.
111,869	Lilias	Ottawa	1902	Ottawa, Ont.	36 0	8 0	3 5	2	2	4 sc.	Thos. F. Ahearn, Ottawa, Ont.
103,847	Lillian	"	1896	"	26 0	6 3	2 0	2	1	4 sc.	S. G. Lindsay, Ottawa, Ont.
94,767	Lillian	Owen Sound	1893	Owen Sound, Ont.	30 0	7 1	3 6	6	5	6 sc.	Chas. Martin, jr., Simcoe, Ont.
103,635	Lillian B.	Ottawa	1896	Ottawa, Ont.	39 6	7 3	2 8	4	3	4 sc.	P. P. Salter, Carleton Place, Ont.
83,238	Lillie	Brockville	1888	Brockville, Ont.	32 2	6 6	2 9	3	2	4 sc.	A. Ferguson, Escott, Ont.
85,543	Lillie	Chatham, N.B	1883	Yarmouth, N.S.	64 9	17 1	7 8	72	49	60 sc.	R. C. Elkin, Ltd., Fairville, N.B.
97,131	Lillie H.	Quebec	1891	Quebec, Que.	43 1	12 5	5 0	19	7	12 sc.	R. H. Scougall, Quebec, Que.
116,848	Lillie Seaman	Owen Sound	1907	Owen Sound, Ont.	45 0	12 0	6 3	19	13	2 sc.	Nathan D. Seaman, Sauble Falls, Ont.
94,911	Lillie Smith	Southampton	1888	Southampton, Ont.	130 0	26 0	9 4	275	187	200 sc.	George E. Smith, Southampton, Ont.
103,219	Lillie of the Valley	Ottawa	1891	Deux-Rivières, Ont.	33 1	7 7	2 5	2	2	6 sc.	P. Sage, Mackey's Station, Ont.
122,395	Lillooet	Victoria	1908	Victoria, B. C.	163 0	27 0	13 0	575	311	94 sc.	The Minister of Marine and Fisheries, Ottawa, Ont.
94,985	Lilly	Toronto	1890	Oakville, Ont.	50 0	13 3	3 2	22	15	3 sc.	The Victoria Harbour Lumber Co., Ltd., Toronto, Ont.
80,020	Lilly Glasier	St. John, N.B	1880	Indiantown, N.B.	123 9	24 4	7 2	209	132	40 pa.	Parker Glasier, Lincoln, Sunbury Co., N.B.

103,574	Lilly May	Collingwood	1895	North River, Ont.	32 0	9 0	5 2	10	7	1 sc.	United Factories, Ltd., Toronto, Ont.
107,255	Lily	New Westminster	1898	New Westminster, B.C.	32 0	6 8	3 0	9	6	1½ sc.	Alexander Coutts, New Westminster, B.C.
111,545	Lily	Vancouver	1900	Vancouver, B.C.	29 0	9 7	4 0	7	5	3 sc.	John J. Vickers, Vancouver, B.C.
116,469	Lily	"	1904	"	30 0	9 6	3 6	12	8	3 sc.	Wm. Hickey and Robert Kelly, Vancouver, B.C.
126,209	Limit	Vancouver	1908	"	46 0	10 2	4 8	24	16	6 sc.	Evert L. Kinman, Vancouver, B.C.
103,277	Lina	Chatham, N.B.	1894	Chatham, N.B.	53 2	11 7	5 8	26	18	12 sc.	Robert Loggie, M.O., Black Brook, N.B.
117,008	Linda	Vancouver	1904	Vancouver, B.C.	52 0	13 4	6 9	37	25	9 sc.	The Fraser River Oil & Guano Co., Ltd., Vancouver, B.C.
122,502	Linde	Vancouver	1907	"	30 8	8 6	4 2	8	6	1 sc.	James E. MacRae, Vancouver, B.C.
112,183	Linden	Toronto	1902	Magnetawan, Ont.	40 0	6 0	2 6	4	3	1 sc.	Henry Walton, Magnetawan, Ont.
100,250	Lion	Halifax	1888	Halifax, N.S.	47 4	15 6	5 0	27	18	8 sc.	Louis Heller, Halifax, N.S.
74,342	Lion	Port Hawkesbury	1876	Pictou, N.S.	49 5	13 3	5 1	20	13	36 sc.	George C. Read, Oxford, N.S.
112,187	Lion	Toronto	1902	Dunchurch, Ont.	31 5	7 3	2 7	5	3	1 sc.	Albert McCallum, Toronto, Ont.
126,322	Lithia	Vancouver	1908	North Vancouver, B.C.	45 7	11 2	4 1	19	13	2 sc.	Albert E. Brown, Vancouver, B.C.
*47,635	Little Ada	Quebec	1863	Renfrew, G.B.	112 0	18 1	16 2	236	122	24 sc.	Robert F. Grant, Three Rivers, Que.
111,459	Little Bobs	Winnipeg.	1902	Selkirk, Man.	38 0	9 2	3 5	13	9	1 sc.	Winnipeg General Power Co., Ltd., Winnipeg, Man.
92,758	Little Emely	Quebec	1889	Quebec, Que.	28 0	8 0	3 2	6	4	7 sc.	Louis Gagnon, Pentecost River, Que.
85,474	Little Gem	Port Dover	1886	Simcoe, Ont.	24 4	6 5	2 3	2	2	5 sc.	Henry Groff, Simcoe, Ont.
121,702	Little Jap	Toronto	1902	Racine, Wis., U.S.A.	22 5	5 6	2 0	2	1	⅛ sc.	A. V. Donaldson, Parry Sound, Ont.
103,819	Little Roxy	Ottawa	1896	Baie des Pères, Que.	41 7	8 3	3 0	12	7	4 sc.	M. Rothchilds, Baie des Pères, Que.
83,076	Lizzie	"	1881	Sand Point, Ont.	37 0	5 8	2 4	2	1	5 sc.	D. K. Cowley, Renfrew, Ont.
103,223	Lizzie*	"	1885	Kingston, Ont.	23 3	4 4	2 0	1	1	1 sc.	J. Gillies, Carleton Place, Ont.
107,131	Lizzie May	Goderich	1897	Goderich, Ont.	55 0	12 1	4 8	18	12	12 sc.	V. C. Wilman and Henry Bennett, J.O., Manitoulin Island, Ont.
111,565	Llano	Toronto	1900	Toronto, Ont.	61 3	8 0	3 8	14	9	7 sc.	Elmore Harris, Toronto, Ont.
94,927	Lloyd S. Porter	Picton, Ont.	1893	Port Huron, Mich., U.S.A.	159 7	29 5	10 0	489	379	43 sc.	The Ontario & Quebec Navigation Co., Ltd., Picton, Ont.
100,198	Logger	Vancouver	1891	Vancouver, B.C.	44 0	14 0	3 9	19	13	5 sc.	Lawrence O'Brien, Vancouver, B.C.

* Foreign name, Peter Smith.

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122,633	Lolita	Kingston	1904	Gananoque, Ont	24 6	5 5	2 3	2	1	3 sc	William Funnell, Gananoque, Ont.
121,836	Lolita	St. John, N.B	1897	Boston, Mass., U.S.A	46 1	10 0	4 8	14	10	4 sc	Stephen Philip Gerow, St. John, N.B.
90,531	Longueuil	Montreal	1884 1890	Montreal, Que. Sorel, "	170 1	57 5	9 1	379	231	75 pa	Richelieu & Ontario Navigation Co., Montreal, Que.
112,230	Lord Kitchener	St. John, N.B	1903	St. John, N.B	93 3	22 1	10 7	161	110	47 sc	John E. Moore, St. John, N.B.
111,501	Lord Roberts	"	1900	"	61 0	16 5	7 6	56	38	1 s	John E. Moore, St. John, N.B.
99,478	Lord Strathcona	Quebec	1902	South Shields, G.B.	160 0	27 2	13 6	495	76	350 sc	J. L. Davies, Lévis, Que.
116,728	Lord Wolseley	St. John, N.B	1905	Parrsboro, N.S.	68 8	18 0	8 0	73	50	16 s	John E. Moore, M.O., St. John, N.B.
107,940	Lorelei	New Westminster	1898	Skagway, Alaska, U.S.A	49 6	10 0	3 1	32	20	1 pa	John Leech, Dawson, Y.T.
122,480	Loretta	Ottawa	1907	Toronto, Ont,	77 2	17 0	7 7	76	31	13½ sc	The Minister of Railways and Canals, Ottawa, Ont.
111,874	Loretta	Yarmouth	1902	Tusket, N.S	43 0	10 3	4 3	12	8	20 sc	Percy W. Thomson, *et al.*, St. John, N.B.
107,816	Lorielie	Peterborough	1899	Lakefield, Ont	38 2	7 7	2 9	6	4	6 sc	Melville Strickland, Lakefield, Ont.
103,576	Lorna Doone	Collingwood	1896	Parry Sound, Ont	61 0	8 8	4 2	26	18	4 sc	Mrs. Carrie E. Pratt, Parry Sound, Ont.
100,758	Lorna Doone	Toronto	1893	Orillia, Ont	36 0	8 0	4 2	5	4	1 sc	W. H. Edwards, Bracondale, Ont.
122,525	Lorna Doone	Vancouver	1907	Vancouver, B.C.	37 0	10 1	4 6	21	14	sc	William Turner, Vancouver, B.C

78,041	Lorne	Quebec	1879	Derby, N.B	43 0	6 8	3 1	6	4	8 sc	Charles King, Quebec, Que.
94,809	Lorne	Victoria	1889	Victoria, B.C.	151 0	26 0	13 2	288	159	114 sc	Vancouver Tug Boat Co., Ltd., Victoria, B.C.
117,035	Lorne Hale	Sault Ste Marie	1893	Simcoe, Ont.	37 3	10 1	3 8	22	14	2 pa	James Joseph McFadden, Sault Ste. Marie, Ont.
103,884	Lorne Hall	Ottawa	1895	Cook's Mills, Ont.	37 0	16 0	3 6	14	9	20 pa	J. R. Booth and Thos. Hall, Jr., Ottawa, Ont.
71,170	Lothair	Port Hope	1872	St. Catharines, Ont.	129 8	23 1	11 7	413	281	87 sc	J. C. Miller, Parry Sound, Ont.
103,659	Lotta S.	Winnipeg	1896	Kenora, Ont.	0	13 0	5 9	48	33	2 sc	Northwest Fish Co., Ltd., Winnipeg, Man.
116,295	Lottie	Charlottetown	1899	Georgetown, P.E.I.	29 6	7 9	2 4	3	3	5 sc	W. A. O. Morson, Charlottetown, P.E.I.
90,608	Lottie	Ottawa	1885	Aylmer, Que.	40 0	8 4	4 6	10	9	4 sc	Canadian Pacific Railway Co., Montreal, Que.
122,477	Lottie	"	1907	Cumberland, Ont.	13 0	14 0	2 0	12	8	2 sc	Charles McLeod, Masson, Ont.
83,453	Lottie	Victoria	1883	Victoria, B.C.	51 0	12 5	5 5	29	11	6 sc	Albert Cotton, Vancouver, B.C.
111,547	Lottie N.	Vancouver	1900	Irving, B.C.	58 0	14 0	7 7	34	14	14 sc	Frank Irving, Skeena River, B.C.
126,341	Lottie and Marguerite.	Barrington	1908	Allendale, N.S.	62 9	14 4	5 0	32	22	8 sc	Charles A. Gorcham, M. O., Woods Harbour, N.S.
116,311	Lotus	Amherstburg	1881 1901	Standerville, Mich., U.S.A.	42 0	8 0	4 0	7	5	16 sc	Wm. Berry, Port Stanley, Ont.
116,317	Lotus	"	1907	Amherstburg, Ont.	35 0	8 8	3 5	8	8	1⅓ sc	Ernest E. Harris, Amherstburg, Ont.
117,175	Lotus	Windsor, Ont.	1906	Detroit, Mich. U.S.A.	44 4	10 6	5 7	26	18	11 sc	John H. Willmott, Beaumaris, Muskoka, Ont.
117,025	Louis A.	Sydney	1903	Port Hawkesbury, N.S.	25 5	6 6	3 5	3	3	1 sc	L. A. Petrie, Glace Bay, N.S.
72,959	Louisa	St. Catharines	1875	Port Dalhousie, Ont.	26 0	6 6	3 3	6	5	3 sc	C. Cottrell, Sault Ste. Marie, Ont.
100,126	Louisa	Wallaceburg	1902	Wallaceburg, Ont.	55 0	9 6	4 0	13	9		John Lee, Sr., Wallaceburg, Ont.
*83,582	Louisburg	Montreal	1881	Sunderland, G.B	260 0	36 0	18 5	1,816	1,182	225 sc	Steamship Louisburg Co., Ltd., Sydney, N.S.
117,124	Louise	Kingston	1905	Kingston, Ont.	28 8	6 5	2 7	3	2	2 sc	John H. Davis, Kingston, Ont.
107,420	Louise	Montreal	1899	New York, N.Y., U.S.A	18 7	4 9	2 1	1	1	1 sc	Walter Kavanagh, Montreal, Que.
103,447	Louise	Ottawa	1887	Carleton Place, Ont.	25 2	5 0	2 6	1	1	2 sc	J. E. Turgeon, Ottawa, Ont.
80,947	Loyalist	Chatham, N.B.	1882	Chatham, N.B.	62 2	11 2	4 4	18	11	20 pa	John A. Flett, M. O., Nelson, N.B.
85,581	Loyalist	St. John, N.B.	1882	Portland, N.B	27 5	6 0	3 6	3	2	3 sc	Thos. Miller, St. John, N.B.
103,969	Lucia	Montreal	1898	Sorel, Que.	66 7	15 1	7 1	41	28	11 sc	Sincennes McNaughton Line, Ltd., Montreal, Que.

*Formerly "Thorne Holme."

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116,801	Luciana	Sorel	1904	Sorel, Que	42 4	13 0	6 0	18	12	16 sc	Stephen Paul, Sorel, Que.
75,526	Lucie	Montreal	1877	"	49 0	12 3	3 5	24	17	12 pa	Joseph Duval, Nicolet, Que.
116,761	Lucille	Toronto	1889	Detroit, Mich., U.S.A.	62 0	11 2	4 2	30	20	9 sc	The C. Beck Mfg. Co., Ltd., Penetanguishene, Ont.
121,668	Lucina	Quebec	1905	Portneuf, Que	47 5	14 8	6 3	32	22	3 sc	A. Marchildon, Three Rivers, Que.
121,757	Lucky Jim	Vancouver			29 5	8 3	2 6	7	5	½ sc	George H. West and Donald Watson, Vancouver, B.C.
121,871	Ludivica	Yarmouth	1906	Tusket Wedge, N.S.	45 0	11 2	5 4	17	11	sc	Hilaire T. LeBlanc, Tusket Wedge, N.S.
116,646	Lucy Clive	Ottawa	1900	Port Hawkesbury, N.S	42 2	9 5	5 5	13	9	10 sc	Minister of Customs, Ottawa, Ont.
121,831	Ludlow	St. John, N.B	1905	St. John, N.B	114 0	34 4	11 7	534	363	33 sc	The City of St. John, N.B.
80,591	Luella	Toronto	1880	Toronto, Ont.	66 0	13 3	6 0	38	26	24 sc	The Toronto Ferry Co., Ltd., Toronto, Ont.
116,250	Lulu Eddy	Sault Ste. Marie	1888	West Bay City, Mich., U.S.A.	51 3	13 3	5 6	29	18	6 sc	J. Ganley, Sault Ste. Marie, Ont.
112,008	Lulu M. Ray	Port Arthur	1888	Luddington, Mich., U.S.A.	56 0	12 0	6 0	33	25	5 sc	Samuel Forrest, Fort William, Ont.
116,993	Lurcher	Ottawa	1903	Toronto, Ont.	121 3	24 7	19 0	396	269	17 sc	Minister of Marine and Fisheries, Ottawa, Ont.
100,229	Lurline	Halifax	1893	New York, U.S.A	21 0	5 4	3 2	2	1	2 sc	F. D. Corbett, Halifax, N.S.
116,934	Lyackson	Victoria	1905	Valdez Island, B.C.	47 2	10 8	4 7	22	11	4 sc	John Brazil, Valdez Island, B.C.

116,958	Lyle	Sarnia	1904	Algonac, U.S.A	30 0	7 5	2 8	5	3	6 sc	Dun. J. Symes and Henry M. Smith, Corunna, Ont.
126,085	Lychnis	Vancouver	1908	Vancouver, B.C.	32 0	8 0	3 5	8	6	2 sc	Harry Hemming, Vancouver, B.C.
107,884	Lyon C.	Montreal	1900	Montreal, Que	55 5	19 9	5 3	19	13	5 sc	Mrs. Elizabeth Brulé, Sorel, Que.
94,905	Lytton	New Westminster	1890	Revelstoke, B.C	131 0	25 5	4 8	452	285	17 pa	Canadian Pacific Ry. Co., Montreal, Que.
112,143	M. & W.	Kingston	1902	Kingston, Ont	40 6	10 1	4 0	8	6	8 sc	David A. Mitchell, Gananoque, Ont.
103,137	M. E. Hackett	Quebec	1894	Quebec, Que	70 2	18 8	7 4	78	53	75 sc	Wm. Hackett, Quebec, Que.
122,389	M. E. Smith	Victoria	1907	Victoria, B.C.	30 0	9 0	5 8	8	4	1 sc	James Christensen, *et al.*, Victoria, B.C.
103,571	M. G. McDonald	Collingwood	1895	Collingwood, Ont.	58 0	13 0	6 0	29	20	4 sc	The Canadian Fish & Transportation Co., Ltd., Blind River, Ont.
77,398	M. P. Davis	Montreal	1879	Lachine, Que.	40 5	10 7	5 3	11	8	15 sc	The Harbour Commissioners, Montreal, Que.
*97,806	M. S. Dollar	Victoria	1890	Yarrow-on-Tyne, G.B.	375 0	46 3	28 3	4,216	2,674	202 sc	Stanley Dollar Co., Ltd., Victoria, B.C.
.....	M. T. Co. (No. 1)	Montreal	1871	Montrea Que	84 2	24 5	8 1	148	41	.....	Montreal Transportation Co., Ltd., Montreal, Que.
92,434	Mabel	Toronto	1886	Penetanguishene, Ont.	39 0	10 4	3 6	11	8	2 sc	R. Miller and J. Miller, J.O., Ingersoll, Ont.
100,044	Mabel C	Brockville	1893	Brockville, Ont.	25 0	6 2	3 6	4	3	6 sc	Minister of the Interior, Ottawa, Ont.
117,088	Mabel D	Collingwood	1907	Collingwood, Ont.	64 0	15 0	6 6	38	26	$10\frac{3}{5}$ sc	S. G. Story and T. D. Irving, J.O., Blenheim, Ont.
107,259	Mabel F	New Westminster	1898	Linderman, B.C.	40 0	10 0	4 0	10	7	1 sc	E. G. Tenant, Atlin, B.C.
107,365	Mabel G	Toronto	1898	Penetanguishene, Ont.	36 0	8 3	3 6	10	8	3 sc	Wm. McM. Thomson, Penetanguishene, Ont.
103,787	Mabel K.	Halifax	1898	Lockeport, N.S.	41 9	11 0	5 3	15	10	1 sc	Mrs. Rosanna Neville, Halifax, N.S.
107,195	Mabel M.	Southampton	1901	Port Elgin, Ont.	39 0	7 0	3 6	7	5	1 sc	Andrew Campbell, Port Elgin, Ont.
100,037	Mabel McDonald	Toronto	1891	Toronto, Ont.	64 0	14 3	7 8	42	28	15 sc	Randolph Macdonald Co., Ltd., Toronto, Ont.
107,445	Mable	New Westminster	1898	Vancouver, B.C.	31 6	8 8	3 4	5	4	1 sc	Geo. Brymner, New Westminster, B.C.
103,974	Macannamac	Quebec	1891	Carleton Place, Ont.	30 2	6 6	3 1	4	4	6 sc	Megantic Fish and Game Club, Agnes, Que.
93,932	Macassa	Hamilton	1888 1905	Port Glasgow, G.B. Collingwood, Ont.	178 4	24 1	16 3	529	234	95 sc	Hamilton Steamboat Co., Ltd., Hamilton, Ont.
111,940	McClintock	Lindsay	1894	Simcoe, Ont.	36 8	10 5	3 9	21	13	3 pa	R. C. Carter, M.O., Deseronto, Ont.

*Formerly "Arab."

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17,1171	McCulloch	Vancouver	1905	Vancouver, B.C.	64 0	14 7	6 7	39	27	12 sc	J.M. Sutton, Vancouver, B.C.
111,568	McLean Bros.	Toronto	1900	Goderich, Ont	22 3	5 0	2 1	2	1	1 sc	Frank H. McLean, Stratford, Ont.
88,321	McNaughton	Montreal	1886	Lévis, Que.	92 0	18 4	8 4	137	37	80 sc	The Dominion Dredging Co., Ltd., Ottawa, Ont.
100,424	Madawaska	Ottawa	1893	Arnprior, Ont	37 0	15 0	3 0	15	7	20 pa.	McLachlin Bros., Ltd., Arnprior, Ont.
103,813	Madge	Belleville	1898	Belleville, Ont.	36 8	7 5	4 0	9	6	8 s	P. C. Jones, Belleville, Ont.
111,961	Madge	Picton, Ont.	1902	Picton, Ont.	40 0	8 0	3 8	7	5	4 sc	B. R. Hepburn and J. de C. Hepburn, J. O. Picton, Ont.
121,984	Madge	Victoria	1907	Victoria, B.C.	97 5	20 0	11 5	155	77	31 sc	Minister of Agriculture, Ottawa, Ont.
122,344	Maganetawan	Toronto	1901	Monroe, Mich., U.S.A.	67 0	14 4	6 4	25	19	5 sc	William E. Bigwood, Toronto, Ont.
85,405	Magdalen	Magdalen Islands	1906	Shelburne, N.S.	98 6	21 6	8 8	135	92	28 sc	William G. Leslie, Grindstone, Magdalen Islands, Que.
74,377	Maggie	St. Catharines	1873	Buffalo, N.Y., U.S.A.	62 0	16 0	6 2	37	26	50 sc	Edward Armstrong, Port Colborne, Ont.
94,752	Maggie M	St. John, N.B.	1888	Portland, N.B.	68 3	16 3	8 7	66	45	30 sc	Wm. H. Mowery, St. John, N.B.
85,329	Maggie McLean	Owen Sound	1886	Sauble Mills, Ont.	69 0	14 0	6 6	37	25	9 sc	French River Boom Co., Essex, Ont.
83,387	Maggie Mason	Toronto	1882	Toronto, Ont.	53 0	17 0	5 4	56	38	12 sc	O. Matthews and A. Matthews, J.O., St. Catharines, Ont.
94,683	Maggie May	Collingwood	1889	Meaford, Ont.	58 0	14 0	6 0	46	31	5 sc	Wm. Gartshore Parry Sound, Ont.

† Formerly "Jos. B. Dewey."

96,908	Maggie May	Kingston	1891	Washburne, Ont.	51 7	13 2	5 4	29	20	20 sc.	Thos. Weir, Chatham, Ont.
100,086	Maggie Miller	St. John, N.B.	1892	Milledgeville, N.B.	78 5	24 0	5 7	105	66	24 sc.	Robert W. White, St. John, N.B.
90,706	Maggie R. King	Montreal	1872	Port Robinson, Ont.	50 0	13 0	6 0	27	18	20 sc.	Wm. Finn, *et al.*, Cascade Point, Que.
90,700	Maggie R. Mitchell	St. Catharines	1873	"	50 0	13 9	7 4	40	27	35 sc.	M. J. Haney, *et al.*, Toronto, Ont.
103,167	Magnet	New Westminster	1897		47 0	11 3	5 2	24	16	7 sc.	S. F. Onley, Albert Bay, B.C.
103,690	Magnolia	Midland	1898	Midland, Ont.	136 0	21 4	13 7	367	191	56 sc.	The Midland Towing & Wrecking Co., Ltd., Midland, Ont.
107,781	Mahigama	Ottawa	1899	Pembroke, Ont.	60 7	12 2	5 0	20	19	12 sc.	Pembroke Navigation Co., Ltd., Pembroke, Ont.
116,515	Mahone	Lunenburg	1904	Mahone Bay, N.S.	86 0	19 8	10 5	127	79	24 sc.	Abraham Ernst, M. O., Mahone Bay, N.S.
90,692	Maid of the Mist	St. Catharines	1885	Niagara Falls, Ont	71 1	16 1	6 6	62	33	75 sc.	Richard Carter, Niagara Falls, Ont.
121,728	Maid of the Mist	Vancouver		U.S.A.	33 0	6 4	2 8	6	4	1 sc.	Robert Porter, Vancouver, B.C.
97,112	Maida	Collingwood	1888	Little Current, Ont.	29 0	9 0	2 9	3	2	3 sc.	T. J. Bateman, Sheguindah, Ont.
103,925	Maida Vale	Peterborough	1902	Hastings, Ont	46 5	9 3	4 0	19	13	2 sc.	Henry G. Buck, Norwood, Ont.
100,804	Maime	Victoria	1894	Victoria, B.C.	34 4	9 0	4 0	9	6	2½ sc.	The Skeena River Commercial Co., Ltd., Vancouver, B.C
*100,658	Maisonneuve	Ottawa	1894	Smith's Falls, Ont.	75 7	9 7	7 3	26	18	9 sc.	Minister of Marine and Fisheries, Ottawa, Ont.
100,950	Majestic	Collingwood	1895	Collingwood, Ont.	209 0	35 0	12 6	1,578	1,073	123 sc.	Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
107,693	Majestic	Montreal	1899	Toronto, Ont.	110 0	21 9	5 2	275	156	33 sc.	The Star Line Steamship Co., Ltd., Indiantown, N.B.
103,922	Majestic	Peterborough	1897	Young's Point, Ont.	76 0	15 5	4 0	68	53	— sc.	P. P. Young, Young's Point, Ont.
121,771	Majestic	Winnipeg	1904	Bad Throat, Man.	78 0	16 0	7 0	64	44	4 sc.	James Stewart, Winnipeg, Man.
107,203	Majestic	Winnipeg	1898	Fort Frances, Ont.	82 0	15 6	4 8	135	95	5 sc.	Rainy River Navigation Co., Ltd., Rat Kenora, Ont.
103,714	Malcolm Cann	Yarmouth	1898	Lockeport, N.S.	112 0	20 1	10 8	212	78	53 sc.	H. B. Cann, Yarmouth, N.S.
107,683	Malinche	Prescott	1904	Ogdensburg, N.Y., U.S.A	37 7	6 5	3 6	7	5	3 sc.	Captain W. J. Murphy, Morrisburg, Ont.
107,243	Mamie	New Westminster	1892	New Westminster, B.C.	32 0	6 0	3 0	5	4	1 sc.	A. M. Snider, Vancouver, B.C.
107,875	Maneta	Lindsay	1900	Bobcaygeon, Ont.	66 0	13 4	3 8	34	23	40 sc.	Geo. A. Smith, Bobcaygeon, Ont.
121,940	Manetto	Halifax	1906	Dartmouth, N.S.	57 5	16 7	7 0	29	21	6 sc.	Frank Forward, Lingan, N.S.
116,211	Manicouagan	Quebec	1899	Bic, Que.	50 2	13 0	5 0	29	19	3 sc.	The Manicouagan & English Bay Export Co., Quebec, Que.

*Formerly "Gladys."

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96,860	Manistique	Sarnia	1882	Gibralter, U.S.A.	151 1	31 1	12 5	474	322	50 sc	The Sarnia Bay Towage & Salvage Co., Ltd., Sarnia, Ont.
94,879	Manitoba	Montreal	1889	Owen Sound, Ont.	303 0	38 1	14 7	2,616	1,699	300 sc	Canadian Pacific Railway Co., Montreal, Que.
107,140	Manitou	Goderich	1903	Goderich, Ont	137 2	24 2	9 1	470	297	42 sc	Dominion Fish Co., Ltd. Winnipeg, Man.
111,451	Manitou	Winnipeg	1900	Winnipegosis, Man	92 0	18 8	6 4	108	59	7 sc	H. Armstrong, Portage la Prairie, Man.
107,692	Manolia	Toronto	1898	Toronto, Ont.	30 4	8 8	3 9	6	4	1 sc	Fred. Mills, Tp. of Monck, Ont.
96,711	Mansfield	Ottawa	1889	Ottawa, Ont	104 6	31 8	9 0	169	137	80 sc	F. X. St. Jean, Gatineau Point, Que.
105,398	Mantinea	St. John, N.B.	1896	Port Glasgow, G.B.	309 0	42 6	23 1	2,372	1,737	250 sc	Steamship Mantineau Co., Ltd., Rothesay, N.B.
.....	Manxman	Montreal	1873	Sorel, Que	72 5	16 0	4 6	74	47	.....	J. O. Lafrenière, Montreal, Que.
71,164	Maple Leaf	Peterborough	1884	Lindsay, Ont.	59 0	12 0	4 2	26	18	15 sc	The Kennedy & Davis Milling Co., Ltd., Lindsay, Ont.
112,015	Maple Leaf	Port Arthur	1902	Rossport, Ont.	30 0	7 2	3 0	5	4	½ sc	John Boon, Rossport, Ont.
103,679	Maple Leaf	Toronto	1892	Toronto, Ont.	37 0	7 0	3 0	12	8	13 sc	S. Brown, Bracebridge, Ont.
* 100,033	Maple Leaf	"	1891	"	38 3	8 4	4 4	7	5	1 sc	Gardner Boyd, Toronto, Ont.
116,788	Maple Leaf	Vancouver	1904	Vancouver, B.C.	54 0	14 7	8 5	35	24	5 sc	Alexander McLaren, Buckingham, Que.
121,715	Maple Leaf	"	1905	"	52 0	13 8	5 5	40	27	10½ sc	G. Fairbairn, *et al.*, J.O., Vancouver, B.C.

* Formerly "Sonntag."

116,938	Maple Leaf	Victoria	1905	Galiano Island, B.C.	32 0	8 0	3 4	9	5	1 sc	James Wintermute, *et al.*, Ladysmith, B.C.
122,123	Margaret	Halifax	1907	Sheet Harbour, N.S.	92 8	19 6	8 6	195	100	27 sc	The Halifax & Sheet Harbour Steamship Co., Ltd., Halifax, N.S.
107,697	Margherita	Toronto	1899	Midland, Ont.	57 0	10 5	6 8	31	15	7½ sc	James Playfair, Midland, Ont.
122,262	Margota	Montreal	1902	Racine, Wis., U.S.A.	38 4	8 0	4 0	10	7	1 sc	R. Forget, Montreal, Que.
116,699	Marguerite	Kenora	1902	Mine Centre, Ont.	28 0	8 2	4 0	6	4	⅝ sc	M. H. and Robt. Smith, Fort Frances, Ont.
92,510	Marguerite	St. Andrews	1877	Newbury, N.Y., U.S.A.	44 4	11 7	7 0	20	12	20 sc	John Cullinan, St. John, N.B.
94,848	Marguerite	Windsor, Ont.	1879	Detroit, Mich, U.S.A.	35 2	8 1	3 5	8	5	2 sc	John Anderson, Windsor, Ont.
117,176	Marguerite	"	1906	Windsor, Ont.	23 0	6 9	2 9	4	3	2 sc	Joseph Parent, Windsor, Ont.
112,027	Maria	Quebec	1901	Portneuf, Que.	49 2	13 6	4 8	31	21	6 sc	W. J. Poupore, Montreal, Que.
117,108	Marie	Ottawa	1902	Toronto, Ont.	33 5	8 5	3 0	4	4	½ sc	The O'Connor Steamboat & Hotel Co., Ltd., Toronto, Ont.
103,816	Marie	Port Arthur	1895	Detroit, Mich., U.S.A.	34 7	7 0	3 6	3	2	2 sc	The Rainy River Lumber Co., Ltd., Rainy River, Ont.
66,045	Marie	Quebec	1872	Sorel, Que.	72 1	15 5	3 3	31	21	15 pa	H. Brulé, Sorel, Que.
111,498	Marie Alma	"	1900	Roberval, Que.	64 0	14 2	5 0	52	36	4 sc	Joseph Derry, Roberval, Que.
† 100,358	Marie Josephine	"	1891	Rivière du Loup, Que.	88 4	22 8	8 2	117	80	20 sc	Eugene Lamontagne, Quebec, Que.
107,876	Marie Louise	Lindsay	1900	Lindsay, Ont.	51 7	14 8	5 2	32	15	3 sc	Jos. Briggs Parkin, Lindsay, Ont.
92,754	Marie Louise	Quebec	1889	Lévis, Que.	93 6	17 6	5 9	99	63	200 pa	E. Gagnon, Ste. Anne de Chicoutimi, Que.
111,627	Marie Louise	"	1896	Trois Rivière, Que.	37 7	7 6	3 7	6	5	1 sc	Joseph Veilleux, Alma Ville, Shawenegan Falls, Que.
121,662	Marie Stella	"	1905	St. Alexis, Que.	45 6	12 8	5 4	24	16	10 sc	Joseph Pagé, St. Alexis, Que.
103,935	Marietta	Chatham, N.B.	1897	Chatham, N.B.	44 6	9 3	3 9	7	5	2 sc	Jos. L. Phillips, Mira Gut, N.S.
85,532	Marina	Yarmouth	1883	Tusket, N.S.	66 0	14 7	5 8	32	16	15 sc	H. B. Cann, Yarmouth, N.S.
85,657	Marion	Halifax	1876	New York, N.Y., U.S.A.	142 4	26 5	8 0	478	269	49 pa	Bras d'Or Steamboat Co., Ltd., North Sydney, N.S.
116,946	Marion	Kenora	1904	Prince Albert, Sask.	64 0	12 0	2 8	32	21	1 sc	Rich. Deacon, Prince Albert, Sask.
117,074	Marion	Toronto	1905	Sombra, Ont.	34 7	10 0	3 8	9	6	1 sc	W. F. Ball, Sombra, Ont.
122,527	Marion	Vancouver	1907	Vancouver, B.C.	36 0	9 0	4 5	13	9	3¼ sc	Jervis Inlet Lumber Co., Ltd., Vancouver, B.C.
116,682	Marion Irving	Richibucto	1908	Buctouche, N.B.	60 2	15 2	6 0	41	22	6 sc	James D. Irving, Buctouche, N.B.

† Formerly a sailing vessel.

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122,151	Mariposa	Vancouver	1906	Vancouver, B.C.	22 8	6 9	3 0	4	3	1 sc	Thomas Foster, Vancouver, B.C.
121,535	Marita	Halifax	1905	Dartmouth, N.S.	29 0	4 5	3 0	3	2	15 sc	David R. Turnbull, Halifax, N.S.
107,248	Marjorie	Dawson	1898	New Westminster, B.C.	36 5	8 3	3 0	20	12	1 pa	H. C. Lisle, Dawson, Y.T.
111,873	Markland	Yarmouth	1902	Yarmouth, N.S.	47 0	12 6	5 0	22	15	6 sc	Willard M. Kelley, Yarmouth, N.S.
122,264	Marlo	Montreal	1906	Sorel, Que	31 3	6 1	2 2	5	4	1 sc	Hercule Dupré, Montreal, Que.
83,160	Marmora	Belleville	1896	Marmora, Ont	35 0	8 7	4 5	13	9	6 sc	Geo. B. Blocker, Marmora, Ont.
88,488	Marquis	Winnipeg	1882	Winnipeg, Man	201 0	33 5	5 3	754	475	84 pa	Winnipeg & Western Transportation Co., Ltd., Winnipeg, Man
116,973	Marshall W	Chatham, N.B.	1905	Chatham, N.B.	31 4	10 3	3 0	6	4	4 sc	W. A. Bryenton, Derby, N.B.
100,871	Martello	St. John, N.B	1893	Jemseg, N.B	51 5	13 0	6 0	34	23	11 sc	The J. F. Bridges Tug Boat Co., Ltd., Gagetown, N.B.
111,768	Martha	Kingston	1902	Kingston, Ont	28 6	6 7	2 8	2	2	5 sc	Mrs. Martha Wessels, Kingston, Ont.
126,220	Marvis	Vancouver	1908	Vancouver, B.C.	56 6	17 6	7 7	69	47	22 sc	Alindus J. Hendry, M.O., Vancouver, B.C.
121,772	Marvyl	Winnipeg	1905	The Landing, Manitoba	120 0	26 0	8 0	225	153	27 sc	Manitoba Gypsum Co., Ltd., Winnipeg, Man.
116,316	Marwood M	Amherstburg	1902	Detroit, Mich., U.S.A.	31 0	5 9	3 0	4	3	2 sc	Wm. Menzies, Amherstburg, Ont.
71,214	Mary	Montreal	1875	Port Huron, Mich., U.S.A.	65 4	16 0	8 6	53	34	37 sc	Montreal Transportation Co., Ltd., Montreal, Que.

117,027	Mary	Sydney	1905	Mahone Bay, N.S.	52 0	14 3	6 6	19	18	2 sc	Henry McDonald, Glace Bay, N.S.
61,154	Mary A. Laughlin	Toronto	1871	Buffalo, N.Y., U.S.A.	48 0	10 5	5 0	23	12	12 sc	Thomas Gauthier, Montreal, Que.
77,550	Mary Ann	Pictou, N.S.	1880	Wallace, N.S.	50 5	12 3	6 7	25	17	40 sc	O. Smith, Richibucto, N.B.
92,647	Mary Arnott	Wallaceburg	1886	Midland, Ont.	31 0	10 0	3 2	8	6	1 sc	D. Lowrey, Brantford, Ont.
71,113	Mary Beck	Collingwood	1876	Penetanguishene, Ont.	48 0	10 4	5 2	16	11	30 sc	John Gidley, Penetanguishene, Ont.
117,026	Mary E. Daisley	Sydney	1905	Aspy Bay, N.S.	54 3	12 5	4 3	17	16	1 sc	A. Daisley, Dingwall, N.S.
103,821	Mary Ellen	Cornwall	1896	Cornwall, Ont.	57 4	13 4	8 8	20	14	6 sc	J. Jessmer and M. Jessmer, Cornwall, Ont.
	Mary Ellen	Port Hope	1868	Lindsay, Ont.	55 1	13 6	3 1	81	51		William Needler, Lindsay, Ont.
72,966	Mary Ethel	Picton, Ont.	1879	Trenton, Ont.	93 0	15 0	5 4	99	56	80 pa	Trenton & Bay of Quinté Nav. Co., Ltd., Trenton, Ont.
107,839	Mary F. Graff	Victoria	1898	Seattle, Wash., U.S.A.	177 6	35 7	6 0	864	544	26 pa	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
88,491	Mary Hatch	Winnipeg	1881	Kenora, Ont.	107 6	20 0	6 8	121	82	11 sc	A. F. D. MacGachen, Winnipeg, Man., and W. A. Weir, Kenora, Ont., J.O.
103,860	Mary Jane	Halifax	1890	Noank, Conn., U.S.A.	49 8	14 6	6 4	29	20	10 sc	Isaac H. Mathers, Halifax, N.S.
122,345	Mary L.	Toronto	1907	Penetang, Ont.	40 0	10 0	4 6	10	6	2 sc	Peter Light, Penetanguishene, Ont.
90,740	Mary Odell	Chatham, N.B.	1881	Bristol, Me., U.S.A.	55 8	12 7	6 0	29	20	10 sc	F. P. Loggie, M.O., Chatham, N.B.
121,825	Mary P. Hall	Montreal	1898	Ogdensburg, N.Y., U.S.A.	82 2	20 3	10 2	104	43	42 sc	The Montreal Transportation Co., Ltd., Montreal, Que.
97,019	Mary R.	St. Catharines	1897	Port Colborne, Ont.	47 3	16 0	9 6	44	30	27 sc	David McLeod, Port Colborne, Ont.
121,913	Mascot	Kenora	1900	Detroit, Mich., U.S.A.	36 0	8 0	3 0	8	7	2 sc	George Drewry, Kenora, Ont.
94,764	Mascott	Owen Sound	1890	Meaford, Ont.	52 9	12 5	4 9	21	14	20 sc	James Pilgrim, Meaford, Ont.
103,549	Mascotte	Lunenburg	1896	Dartmouth, N.S.	64 2	14 6	6 0	35	24	18 sc	G. W. Naas, Lunenburg, N.S.
90,572	Mascotte	Toronto	1886	Toronto, Ont.	70 0	13 8	3 0	49	33	15 sc	The Toronto Ferry Co., Ltd, Toronto, Ont.
100,396	Masonic	Hamilton	1893	Hamilton, Ont.	58 4	10 6	3 9	39	26	25 sc	William C. Gidley, Hamilton, Ont.
103,569	Massawippi	Montreal	1895	North Hatley, Que.	40 0	7 6	3 4	4	3	3½ sc	Jos. J. Sampson, North Hatley, Que.
117,193	Mather	Kenora	1905	Toronto, Ont.	87 5	19 0	10 5	145	98	32 sc	Keewatin Lumbering & Manufacturing Co., Ltd., Keewatin, Ont.
107,416	Mathilda	Montreal	1899	Sorel, Que.	72 0	20 1	10 4	114	69	21 sc	Sincennes McNaughton Line, Ltd., Montreal, Que.
73,947	Mattawan	Ottawa	1876	Portsmouth, Ont.	50 0	10 4	3 2	22	15	15 sc	Canadian Pacific Railway Co., Montreal, Que.

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122,213	Mattie	Toronto	1903	Toronto, Ont.	22 0	5 7	2 7	2	1	¾ sc.	Clarence Meredith Hinks, Toronto, Ont.
112,202	Maud	Hamilton	1905	Hamilton, Ont.	32 5	7 0	3 6	4	3	⅝ sc.	D. Reynolds, Dundas, Ont.
107,386	Maud	Ottawa	1898	Grand Rapids, Mich., U.S.A.	16 0	3 8	1 8	1	1	1 sc.	G. W. Smith, Gatineau Point, Que.
69,615	Maud	Quebec	1874	New Liverpool, Que.	72 5	15 8	5 7	54	34	41 pa.	Antoine St. Pierre, Three Rivers, Que.
107,172	Maud C	Port Arthur	1897	Rossport, Ont.	30 0	9 2	....	5	3	1 sc.	Thos. Craigie, Rossport, Ont.
116,753	Maud D	Toronto	1904	Penetanguishene, Ont.	71 3	15 6	6 0	81	51	11 sc.	Walter G. Lumbers, Toronto, Ont.
126,265	Maud L	Toronto	1907	Parry Sound, Ont.	75 0	15 0	5 5	48	33	8 sc.	Clarence E. and Edwin S. Pratt, J.O. Parry Sound, Ont.
94,687	Maud S	Collingwood	1889	Collingwood, Ont.	44 0	10 6	4 8	14	11	3 sc.	H. N. Truesdell, Collingwood, Ont.
64,136	Maude	Victoria	1872	San Juan Island, Wash., U.S.A.	113 5	21 0	9 0	175	94	13 sc.	The British Columbia Salvage Co., Ltd., Victoria, B.C.
116,481	Maude	Wallaceburg	1902	Wallaceburg, Ont.	60 2	13 5	5 0	19	13	3 sc.	J. Cooper, Chatham, Ont.
116,456	Maude Annis	Vancouver	1903	Annis, B.C.	56 0	12 5	4 7	23	15	4 sc.	The Lamb-Watson Lumber Co., Ltd., Winnipeg, Man.
107,812	Maude Moore	Peterborough	1899	Peterborough, Ont.	42 0	8 4	3 5	9	6	12 sc.	W. J. Snodgrass, Okanagan Falls, B.C.
122,522	Mavourneen	Vancouver	1907	Vancouver, B.C.	32 4	9 3	3 6	13	9	½ sc.	Wm. Stamberg and W. L. Cameron, Vancouver, B.C.
107,162	Maxie	Collingwood	1898	Meaford, Ont.	44 0	11 2	3 8	16	11	2½ sc.	Clare, Thorn, *et al.*, J.O., Port Stanley, Ont.

111,667	May	Montreal	1893	Middleton, Conn., U.S.A.	56 4	11 4	4 0	21	15	5 sc	W. D. B. Scott, Montreal, Que.
*85,292	May	Quebec	1881 1899	Buffalo, N.Y., U.S.A. Montreal, Que	44 0	12 2	5 8	21	14	7 sc	M. J. and W. J. Hackett, J. O., Quebec, Que.
116,949	May	Kenor	1904	Kenora, Ont.	25 0	6 0	3 0	3	2	6 sc	Frank Gustafson and A. Ralph, J.O., Kenora, Ont.
107,450	May	Vancouver	1898	Birkenhead, G.B.	31 5	7 3	3 8	6	4	6 sc	Geo. Howe, Union Bay, B.C.
107,460	May	"	1899	Vancouver, B.C.	29 0	8 7	3 3	8	5	2 sc	A. W. LePage, Vancouver, B.C.
97,105	May B.	Port Burwell	1900 1901	Port Burwell, Ont.	49 0	10 1	3 6	10	6	6 sc	C. C. Bates, Clear Creek, Ont.
100,751	May Bird	Toronto	1893	Toronto, Ont.	76 0	19 0	3 9	46	32	3 sc	G. Hastings and S. W. Marchment, J. O., Toronto, Ont.
122,356	May C.	Kingston	1907	Gananoque, Ont.	29 9	6 6	2 7	4	2	2 sc	Erastus F. Cooke, Gananoque, Ont.
94,690	May Flower	Collingwood	1890	Port Severn, Ont.	49 0	10 0	4 0	26	17	3 sc	F. Morrua, Waubaushene, Ont.
72,587	May Flower	Kingston	1877	Kemptville, Ont.	50 2	9 3	4 0	29	16	13 sc	Jas. McLaren, Buckingham, Que.
116,861	May Flower	Ottawa	1904	Combermere, Ont.	77 0	18 0	4 0	59	38	13 pa	H. E. Hudson, Combermere, Ont. and J. C. Hudson, Barry's Bay, Ont. J.O.
103,929	May Flower	Peterborough	1897	Peterborough, Ont	25 5	6 4	3 6	6	4	5 sc	Elizabeth Donnell, Peterborough, Ont.
75,698	May Flower	Quebec	1878	Quebec, Que.	35 9	9 3	6 0	13	9	16 sc	P. J. Holden, Quebec, Que.
97,065	May Queen	Pictou, N.S.	1892	Charlottetown, P.E.I.	53 3	16 0	5 8	36	18	40 sc	Fred. Magee, Port Elgin, N. B.
59,243	May Queen	St. John, N.B	1869	Carleton, N.B.	160 0	24 7	8 4	539	340	60 pa	May Queen Steamship Co., Ltd., Chipman, N.B.
83,125	Mayflower	Halifax	1881	Halifax, N.S	48 8	9 8	6 0	18	10	12 sc	Walter Cavill, Halifax, N.S.
94,987	Mayflower	Toronto	1890	Toronto, Ont.	140 2	28 2	6 8	189	119	29 pa	The Toronto Ferry Co., Ltd., Toronto, Ont.
85,521	Mazeppa	Hamilton	1881	"	101 0	20 0	5 7	146	87	50 sc	Lawrence Solman, Toronto, Ont.
90,183	Meadow Flower	Halifax	1885	Dartmouth, N.S.	33 0	9 0	3 5	7	4	6 sc	E. C. Whitman, Canso, N.S.
100,754	Medora	Toronto	1893	Gravenhurst, Ont.	142 6	25 6	8 5	377	256	30 sc	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
121,959	Meg	Halifax	1906	Dartmouth, N. S.	17 5	5 8	3 0	2	1	3 sc	F. Gordon Zwicker, Halifax, N. S.
111,917	Menodora	Midland	1901	Midland, Ont.	67 5	16 0	6 3	73	50	20 sc	Midland Towing & Wrecking Co., Ltd., Midland, Ont.
83,116	Mermaid	Halifax	1881	Yarmouth, N.S.	50 0	11 5	5 0	15	11	20 sc	Sandy Cove Sea-Bathing Co., Halifax, N.S.
111,590	Mermaid	Peterborough	1901	Millbrook, Ont.	32 3	7 3	3 2	11	7	5 sc	Dr. Henry A. Turner, Millbrook, Ont.
88,367	Mermaid	Vancouver	1884	Victoria, B.C.	94 0	18 0	4 6	129	87	18 sc	Thos. Morgan, Nanaimo, B.C.

*Formerly "W. F. Logie."

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74,264	Merrimac.	Sydney.....	1876	Quebec, Que	73 5	17 6	10 0	86	26	80 sc ..	Jas. W. Gordon, North Sydney, N.S.
116,590	Mersey.....	Liverpool..... ..	1904	Liverpool, N.S.	69 6	15 6	6 9	42	29	16 sc ..	Fenwick W. Hatt, Liverpool, N.S.
122,456	Meteghan I.	Yarmouth,.....	1907	Meteghan, N. S.....	36 0	14 0	6 0	16	11	13 sc ..	M. T. Thereault, Meteghan, N. S.
107,084	Meteor.....	Ottawa....	1897	Opemican, Que	130 5	27 0	7 4	299	204	165 sc ..	Temiscaming Navigation Co., Ltd., Mattawa, Ont.
107,950	Meteor.	St. Catharines	1902	Port Robinson, Ont.....	52 0	16 4	9 1	47	32	24 sc ..	Geo. Ross, Port Robinson, Ont.
112,055	Michael Davitt...	"	1885	Tonawanda, N.Y., U.S.A	52 8	13 6	6 4	28	19	8½ sc ..	Hector M. Connolly, Montreal, Que.
*103,575	Midland.....	Midland.....	1896	Midland, Ont.....	62 0	13 0	6 8	56	38	12 sc ..	The Canada Iron Furnace Co., Ltd., Midland, Ont.
116,661	Midland King....	"	1903	Collingwood, Ont.....	366 5	48 0	28 0	3,965	2,450	151 sc ..	James Playfair, M.O., Midland, Ont.
116,669	Midland Prince...	Midland	1907	Collingwood, Ont.....	474 0	55 0	27 0	6,636	5,142	136 sc ..	Midland Navigation Co., Ltd., Midland, Ont.
110,991	Midland Queen...	"	1901	Dundee, G.B	249 0	4 27	20 5	1,993	1,349	124 sc ..	The Midland Navigation Co., Ltd., Midland, Ont.
107,503	Mignon	Quebec.....	1894	Quebec, Que	23 8	6 2	2 7	2	2	1½ sc ..	C. G. Plamondon, Quebec, Que.
111,426	Mikado	Halifax	1902	Dartmouth, N.S.....	61 3	17 6	5 7	44	30	75 sc ..	Acadia Sugar Refining Co., Ltd., Halifax, N.S.
103,667	Mikado..... ..	Winnipeg.....	1897	Kenora, Ont.....	40 0	10 3	4 4	25	17	1 sc ..	Mikado Gold Mining Co., Kenora, Ont.
112 308	Mikado.....	"	1905	Selkirk, Man.	120 0	26 0	7 8	242	168	23 sc ..	Roderick Smith, Selkirk, Man.

* Formerly "D. L. White."

*103,703	Mikado	Yarmouth	1896	Shelburne, N.S.	82 0	18 0	7 7	80	49	16 sc.	Charles T. White, Apple River, N.S.
100,666	Mildred	Belleville	1895	Gananoque, Ont.	34 5	7 8	3 0	5	3	9 sc.	J. A. Wheeler, Belleville, Ont.
96,896	Mildred	Ottawa	1891	Kingston, Ont.	46 4	9 2	3 7	15	13	9 sc.	Geo. Bothwell, Buckingham, Que.
103,267	Mildred	St. John, N.B.	1897	Cambridge, N.B.	54 0	14 7	7 0	40	27	13 sc.	John E. Moore, M.O., St. John, N.B.
116,265	Mildred	Toronto	1903	Toronto, Ont	70 0	10 0	3 5	39	25	10 sc.	E. R. Wood, Toronto, Ont.
122,201	Milicete	Amherst, N.S.	1906	Port Hawkesbury, N.S.	70 0	15 0	6 3	53	45	17 sc.	Nathaniel Curry, Amherst, N.S.
111,978	Milkmaid	New Westminster	1901	Vancouver, B.C.	31 6	8 7	3 4	7	5	1 sc.	Eusibio Mochabe, *et al.*, New Westminster, B.C.
107,305	Millie K	Windsor, N.S,	1900	Whitewater, N.S.	48 0	13 0	5 2	20	7	10 sc.	The Nova Scotia Produce Co., Ltd., Canning, N.S.
111,856	Mills	Owen Sound	1903	Owen Sound, Ont.	38 0	9 0	4 0	11	7	2 sc.	Manitoulin Fish Co., Ltd., Manitowaning, Ont.
126,174	Mina W	New Westminster	1908	Steveston, B.C.	35 5	9 1	3 7	7	5	1 sc.	John Wm. Wise, New Westminster, B.C.
80,590	Minden	Toronto	1880	Minden, Ont.	30 8	7 5	2 6	4	3	4 sc.	Jas. Lunan, Minden, Ont.
122,126	Miner	Halifax	1880	Jarrow-on-Tyne, G.B.	65 0	14 6	6 8	49	33	16 sc.	The Port Hood Richmond Ry. Coal Co., Ltd., Port Hood. N.S.
121,701	Mineta	Toronto	1905	Minett, Ont	51 0	8 7	3 0	11	7	4 sc.	H. C. Minett, Minett, Ont.
107,361	Minitaga	"	1898	Midland, Ont.	77 3	16 5	8 4	73	29	28 sc.	Robert Weddell, Trenton, Ont.
103,881	Mink	Ottawa	1896	Gordon Creek, Que.	37 0	16 0	3 5	14	9	20 sc.	A. Lumsden, Ottawa, Ont.
100,030	Mink	Toronto	1891	Port Carling, Ont.	72 0	11 0	3 8	56	38	8 sc.	Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
78,027	Minnehaha	Collingwood	1882	Parry Sound, Ont	60 0	13 0	6 6	32	22	25 sc.	John C. Miller, Parry Sound, Ont.
96,981	Minnehaha	New Westminster	1890	New Westminster, B.C.	37 0	6 5	3 0	7	5	1 sc.	James Hunter, Victoria, B.C.
92,620	Minnehaha	Port Arthur	1888	Peterborough, Ont	27 5	6 3	.....	2	1	1 sc.	Sidney Smith, Port Arthur, Ont.
112,078	Minneola	Kenora	1893	Owen Sound, Ont.	32 0	7 5	3 0	9	6	1 sc.	Glass Reef Gold Mining Co., Ltd., Little Mountain, Ont.
112,178	Minnette	Toronto	1899	Owen Sound, Ont.	36 0	6 2	2 7	4	3	1 sc.	A. F. Bailey, Fox Point, Ont.
107,882	Minnewanka	Montreal	1899	New York, U.S.A	31 0	7 0	3 6	5	4	8 sc.	The Canadian Pacific Railway Co., Montreal, Que,
112,330	Minnicog	Collingwood	1902	Collingwood, Ont.	56 0	9 6	9 4	35	24	6 sc.	D. S. Pratt, Midland, Ont.
121,725	Minnie	Vancouver	1906	Sunbury, B.C.	32 0	10 8	4 6	13	9	2 sc.	Karl Helenius, Sunbury, B.C.
116,362	Minnie A. Clark	Goderich	1903	Goderich, Ont	69 3	15 0	6 5	36	25	11 sc.	Dominion Fish Co., Ltd., Winnipeg, Man.

*Formerly "Westport."

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116,662	Minnie C..	Midland	1904	Midland, Ont....	34 0	8 5	4 0	7	5	1 sc ..	James Crawford, Moon River, P.O., Parry Sound, Ont.
103,572	Minnie D.....	Collingwood.....	1889	Hamilton, Ont	24 8	6 6	3 3	3	2	2 sc ..	J. Larson, Parry Sound, Ont.
107,889	Minnie M	Montreal.....	1884	Detroit, Mich., U.S.A...	140 0	30 0	10 0	613	276	38 sc .	The Algoma Central Railway Co., Sault Ste. Marie, Ont.
78,028	Minnie Martin....	Collingwood	1882	Port Severn, Ont	30 0	9 7	6 6	10	7	2 sc ..	Charles Martin, Port Severn, Ont.
107,468	Minnie May	Lindsay.....	1894	Coboconk, Ont.....	42 5	8 0	3 0	10	8	5 pa..	John R. Philips, Coboconk, Ont.
74,389	Minnie Wade	Toronto	1871	Penetanguishene, Ont...	35 0	8 4	3 2	9	6	4 sc ..	J. D. Johnson, Belle Ewart, Ont.
117,199	Minnitakie.....	Kenora.....	1905	Dinorwic, Ont	45 0	9 5	4 2	18	12	6 sc..	Wm. H. Whalen, Fort William, Ont.
92,618	Minota....	Port Arthur.... ..	1890	Vermilion Bay, Ont.....	63 0	17 2	5 0	35	24	2 se ..	J. Bowman, Rossport, Ont.
100,032	Minota.	Toronto	1891	Toronto, Ont.....	65 5	11 2	5 7	29	19	5 se ..	W. B. Nesbitt, Toronto, Ont.
111,591	Minto.... . ..	New Westminster ..	1900	Harrison River, B.C....	60 0	9 2	2 4	36	23	2 pa..	R. C. Menton, M.O., Harrison River, B.C.
107,787	Minto.....	Ottawa.....	1899	Dundee, G.B.....	225 0	32 7	18 3	1,090	372	216 se ..	Minister of Marine and Fisheries, Ottawa, Ont
107,453	Minto.....	Vancouver	1898	Nakusp, B.C..	161 7	30 1	5 1	829	522	17 pa..	Canadian Pacific Railway Co., Montreal, Que.
88,666	Miramichi.....	Chatham, N.B.....	1885	Chatham, N.B....	85 7	17 3	6 9	72	49	25 sc ..	Miramichi Steam Navigation Co., Chatham, N.B.
92,282	Misehief	Owen Sound.....	1886	Owen Sound, Ont.....	31 0	9 0	4 8	9	6	5 sc ..	H. E. C. Carey, Bruce Mines, Ont.

112,279	Missisquoi	Brockville	1903	Noyan, Que.	88 2	20 9	6 0	151	93	16 sc.	Rockport Navigation Co., Ltd., Rockport, Ont.
121,781	Mississippi	Ottawa	1905	Carleton Place, Ont.	36 2	7 7	3 6	4	3	⅔ sc.	Wesley Cooke, Carleton Place, Ont.
107,513	Mist	Victoria	1897	Seattle, Wash., U.S.A.	46 7	12 0	3 9	29	20	10 sc.	Gavin Lawson, Victoria, B.C.
100,854	Mistassini	Quebec	1891	Roberval, Que.	130 0	22 4	8 2	235	148	200 pa.	E. F. Würtele, Quebec, Que.
122,648	Mistongo	Ottawa	1907	Lake Abitibi, Ont.	71 0	20 1	4 2	81	48	5 pa.	Thomas Walsh, Kenora, Ont.
107,461	Mizpah	Lindsay	1888	Lindsay, Ont.	25 0	6 0	2 9	2	2	3 sc.	A. H. Cottingham, Lindsay, Ont.
85,330	Mocking Bird	Owen Sound	1886	Toronto, Ont.	72 0	11 8	4 2	38	26	20 sc.	P. McArthur, Westbourne, Man.
96,058	Modjeska	Hamilton	1889	Yoker, G.B.	178 0	31 1	12 3	678	461	180 sc.	Hamilton Steamboat Co., Limited, Hamilton, Ont.
103,396	Mohawk Queen	Deseronto	1904	Deseronto, Ont.	44 6	9 0	4 0	16	11	2 sc.	Robert Weddell, Trenton, Ont.
103,927	Mollie	Peterborough	1897	Lakefield, Ont.	41 0	6 6	2 5	11	7	6 sc.	J. J. McBain, Peterborough, Ont.
111,851	Mollie S	Owen Sound	1901	Owen Sound, Ont.	68 0	12 7	5 0	45	27	9 sc.	Goderich Engine & Bicycle Co., Ltd., Goderich, Ont.
100,401	Mona	Hamilton	1894	Hamilton, Ont.	23 6	6 1	3 4	2	2	3 sc.	J. Bradley, Hamilton, Ont.
94,873	Mona	Montreal	1889	Montreal, Que.	54 2	12 8	5 8	25	17	20 sc.	Thomas Ganthier, Montreal, Que.
95,509	Monaco	"	1888	Hampton, G.B.	41 8	8 3	3 6	10	6	6 sc.	J. H. Garth, Montreal, Que.
111,886	Monarch	Peterborough	1906	Gore's Landing, Ont.	84 0	14 0	5 7	73	50	6 sc.	Wilbert C. Harris and Daniel McAllister, Gore's Landing, Ont.
90,545	Monarque	Montreal	1886	Sorel, Que.	108 9	30 4	6 9	136	86	30 pa.	Jos. H. Dansereau, Verchéres, Que.
*100,925	Moneta	Ottawa	1888	Ottawa, Ont.	20 0	5 2	2 2	1	1	2 sc.	R. Lamb and J. Robertson, Ottawa, Ont.
†46,242	Monitor	Montreal	1863	Clayton, N.Y., U.S.A.	59 0	15 1	4 6	32	19	1½ sc.	Joachim Hogue, Valleyfield, Que.
107,891	Monitor	"	1899	Montreal, Que.	60 5	16 6	7 2	62	39	14 sc.	Minister of Public Works, Ottawa, Ont.
111,955	Monoloa	New Westminster	1903	Olympia, Wash., U.S.A.	36 1	9 3	3 6	10	7	1½ sc.	Wm. A. McAdam, Harrison, B.C.
77,933	Montague	Charlottetown	1878	Georgetown, P.E.I.	79 0	19 7	8 7	130	38	35 pa.	The Georgetown Ferry Co., Ltd., Georgetown, P.E.I.
117,069	Montcalm	Ottawa	1904	Yoker, G. B.	245 0	40 6	15 7	1432	526	106 sc.	The Minister of Marine and Fisheries, Ottawa, Ont.
107,824	Monte Cristo	Victoria	1891	Ballard, Wash., U.S.A.	108 6	20 4	3 9	256	156	7 pa.	R. Cunningham, & Son, Ltd., Port Essington, B.C.
92,755	Montmorency	Ottawa	1889	Quebec, Que.	35 5	10 8	4 8	18	12	50 sc.	W. J. Pouporc, Montreal, Que.
116,600	Montreal	Montreal	1904	Sorel, Que.	332 4	43 5	14 8	4282	2299	386 pa.	Richelieu & Ontario Navigation Co., Montreal, Que.

* Formerly "P. J. Turgeon." † Formerly a sailing vessel.

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—*Continued.*

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gerant, et adresse.
122,504	Mopsey	Vancouver	1906	Vancouver, B. C.	26 6	8 0	2 4	6	4	¾ sc	George C. Miller, Vancouver, B.C.
116,766	Morinus	Toronto	1904	Port Carling, Ont.	47 0	8 4	3 6	10	7	1½ sc	Wm. Robinson, Kingston, Ont.
107,424	Morning Star	Brockville	1907	Toronto, Ont	95 5	12 5	5 0	72	39	22 sc	Hon. Clifford Sifton, Ottawa, Ont.
100,759	Morning Star	Toronto	1894	"	34 0	7 5	3 4	5	3	1 sc	Jos. Goodwin, Toronto, Ont.
90,797	Morris	Victoria	1888	Victoria, B.C.	39 5	9 2	3 6	12	8	1 sc	The Federation Brand Salmon Canning Co., Ltd., Victoria B.C.
121,815	Moto	Digby	1906	Digby, N.S.	45 0	10 4	4 3	15	12	6 sc	Fred A. Robinson, Digby, N.S.
111,760	Mountain Bell	Kenora	1895	Carleton Place, Ont.	28 0	6 0	2 8	4	3	2 sc	W. Mather, Bow River, Sask.
92,780	Mountain Belle	Vancouver	1888	"	30 2	6 1	3 0	5	3	5 sc	Thos. R. Lane, Vancouver, B.C.
92,537	Mountain Maid	Montreal	1850 / 1879	Magog, Que.	101 2	19 4	6 4	118	62	14 pa	I. Futvoye, St. John's, Que.
107,727	Mou-Ping	Vancouver	1899 / 1908	Hong Kong, China / Vancouver, B.C.	64 0	10 3	6 0	33	22	8 sc	Benjamin T. Rogers, Vancouver, B.C.
122,166	Mowitz	Vancouver	1906	Vancouver, B.C.	45 9	17 1	5 2	50	34	1 sc	Harper C. Nixon, Denmans Island, B.C.
107,454	Moyie	"	1898	Nelson, B.C.	161 7	30 1	5 1	835	526	17 pa	Canadian Pacific Ry. Co., Montreal, Que.
116,867	Mudpout	Ottawa	1904	Hull, Que.	40 0	16 0	4 4	34	25	— sc	The E. B. Eddy Co., Ltd., Hull, Que.
103,042	Mulgrave	"	1893	New Glasgow, N.S.	114 8	31 0	16 4	485	330	75 sc	The Minister of Railways and Canals, Ottawa, Ont.

117,200	Muriel	Kenora	1905	Dinorwic, Ont.	35 0	9 5	4 5	16	11	1 sc	Wm. H. Whalen, Fort William, Ont.
116,709	Muriel	Quebec	1902	Quebec, Que.	69 0	16 8	7 0	64	44	24 sc	William Price, Quebec, Que.
90,793	Muriel	Victoria	1887	Victoria, B.C.	70 0	15 5	6 7	44	28	4 sc	Packers Steamship Co., Ltd., Vancouver, B.C.
* 101,261	Murray Bay	Montreal	1877	Wilmington, Delaware, U.S.A.	251 0	34 7	7 9	969	610	120 pa	Richelieu & Ontario Navigation Co., Montreal, Que.
100,283	Muskoka	Peterborough		Simcoe, Ont	36 5	10 5	3 7	22	15	2 pa	Gilmour & Co., Trenton, Ont.
83,372	Muskoka	Toronto	1881	Gravenhurst, Ont.	94 0	18 0	7 3	197	134	60 sc	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
88,634	Myra	Prescott	1884	St. Catharines, Ont.	82 0	17 2	8 6	73	37	32 sc	James Buckley, Prescott, Ont.
100,308	Myron B.	Windsor, Ont.	1885	Detroit, Mich., U.S.A.	48 0	9 8	3 8	16	11	1 sc	Walter H. Hawkins, *et al.*, Little Current, Ont.
83,034	Myrtle	Brockville	1880	Brockville, Ont.	39 0	7 7	3 5	9	7	12 sc	David Ward, Toronto, Ont.
111,959	Myrtle	New Westminster	1899	New Westminster, B.C.	27 5	5 5	2 5	4	3	5 sc	Hori Windebank, Mission City, B.C.
111,588	Myrtle	Peterborough	1901	Peterborough, Ont.	33 2	7 7	3 2	5	4	4 sc	Herbert Watt, Peterborough, Ont.
116,758	Myrtle	Toronto	1904	Point Abino, Ont.	40 0	9 5	4 0	9	6	2 sc	J. W. Hamm, Tp. of Bertie, Welland Co., Ont.
116,849	Mystery	Owen Sound	1906	Lion's Head, Ont.	60 1	14 2	6 1	53	36	5 sc	Clark Sencabald, Lion's Head, Ont.
94,816	Mystery	Victoria	1893	Victoria, B.C.	80 5	16 5	7 8	65	39	24 sc	MacKenzie Bros., Ltd., Vancouver, B.C.
107,134	N. Dyment	Goderich	1900	Goderich, Ont.	73 0	16 8	8 0	59	40	10 sc	N. Dyment, Barrie, Ont.
95,852	Nagasaki	New Westminster	1889	Hong Kong, China	46 5	9 3	5 3	15	10	6 sc	C. J. Lowen, Vancouver, B.C.
126,044	Nahma	Port Arthur	1898	Superior, Wis., U.S.A.	34 0	7 8	4 0	7	5	2 sc	A. J. McComber, Port Arthur, Ont.
88,538	Naiad	Hamilton	1890	Toronto, Ont.	68 0	10 2	3 3	29	20	20 sc	Harriet S. Sandford, M.D., Hamilton, Ont.
92,389	Naiad	Kingston	1888	Kingston, Ont.	51 4	9 2	3 9	15	10	7 sc	The Minister of Public Works, Ottawa, Ont.
100,930	Naiad	Ottawa	1890	Hull, Que.	41 8	8 3	4 6	7	6	5 sc	T. G. Brigham, Ottawa, Ont.
122,539	Naiad	Vancouver	1907	Vancouver, B.C.	58 0	12 9	7 5	46	31	8 sc	Leon Benoit and Joseph H. Benoit, Alert Bay, B.C.
121,764	Naiade	Vancouver	1906	Vancouver, B.C.	41 2	10 6	4 1	19	13	3 sc	Board of Trustees of the Presbyterian Church in Canada, Toronto, Ont.
100,729	Nama	Montreal	1887	Montreal, Que.	75 2	10 3	4 4	42	36	14½ sc	Richard B. Angus, Montreal, Que.

* Formerly "Carolina."

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107,729	Nancy	Vancouver	1900	Vancouver, B.C.	26 9	8 6	2 4	6	4	1 sc	Wm. J. Belding, Vancouver, B.C.
116,779	Nancy	"	1904	New Westminster B.C.	17 0	4 1	1 6	1	1	5 sc	Charles S. V. Branch, Vancouver B.C.
112,147	Naniwa	Kingston	1903	Kingston, Ont.	54 3	8 9	2 9	12	7	9 sc	F. J. Phillips, Toronto, Ont.
122,397	Nanoose	Victoria	1908	Victoria, B.C.	116 0	24 6	14 0	305	166	63 sc	Esquimalt & Nanaimo Railway Co., Victoria, B.C.
107,083	Nap	Ottawa	1893	Carleton Place, Ont.	25 5	6 9	2 6	1	1	3 sc	N. Tessier, Hull, Que.
85,308	Napierville	Montreal	1883 / 1899	Sorel, Que. / Montreal, Que.	123 9	42 4	5 4	165	113	11 pa	Mrs. Arthemise Robert, Montreal, Que.
*62,598	Natashquan	Quebec	1870	Sunderland, G.B.	198 7	27 3	15 5	991	642	98 sc	The North Shore Transportion & Wreckage Co., Ltd., Quebec, Que.
116,255	National	Toronto	1903	Toronto, Ont.	39 0	10 0	4 6	18	12	5 sc	The Corporation of the City of Toronto, Ont.
107,926	Native	New Westminster	1900	New Westminster, B.C.	66 0	14 0	6 0	52	36	13 sc	John Flewin, Port Simpson, B.C.
35,449	Nautilus	St. Andrews	1887	New York, N.Y., U.S.A.	56 0	14 0	4 2	27	18	11 sc	Mrs. Addie L. Young, St. Stephen, N.B.
†100,660	Navajo	Kingston	1895	Kingston, Ont.	108 6	21 7	8 7	179	92	6½ sc	G. A. and H. W. Richardson, J. O., Kingston, Ont.
96,901	Nelhe	"	1882	"	39 6	7 4	3 9	7	3	6 sc	J. N. Leeman, Smith's Falls, Ont.
92,660	Nellie Bly	St. Catharines	1890	Port Dalhousie, Ont.	42 2	13 4	4 2	13	7	8 sc	Jos. Goodwin, Toronto, Ont.
103,938	Nellie H.	Chatham, N.B.	1897	Chatham, N.B.	41 1	9 0	4 2	8	5	3 sc	Edward Miller and H. R. Annett, J.O., Gaspé, Que.

* Formerly the "Polino." † Formerly "King Ben."

90,544	Nellie Reid	Montreal	1886	Buffalo, N.Y., U.S.A.	70 5	16 8	8 4	56	29	90 sc.	Stephen Paul, Sorel, Que.
94,846	Nellie S.	Windsor, Ont.	1885	Detroit, Mich., U.S.A.	20 8	5 6	2 5	3	2	1 sc.	Geo. Sutherland, Essex Centre, Ont.
107,467	Nellie T.	Lindsay	1894	Lindsay, Ont	36 0	6 5	2 7	5	3	6 pa.	Michael Dovey, Lindsay, Ont.
88,667	Nelson	Chatham, N.B.	1885	Chatham, N.B.	78 4	14 7	7 0	64	44	21 sc.	Reynolds Harrington, Sydney, N.S.
96,987	Nelson	New Westminster	1891	Nelson, B.C.	134 4	26 5	5 5	496	312	13 pa.	Canadian Pacific Railway Co., Montreal, Que.
92,762	Neptune	Quebec	1889	Lotbinière, Que.	32 6	8 8	2 8	11	8	8 sc.	John Breakey, Quebec, Que.
88,682	Neptune	St. John, N.B.	1885	Portland, N.B.	73 5	17 7	7 9	71	48	32 sc.	P. W. Thomson, *et al.*, St. John, N.B.
103,255	Nereid	"	1895	St. John, N.B.	50 6	14 2	5 4	30	20	13 sc.	I. W. Smith, St. John, N.B.
103,056	Nereid	Yarmouth	1894	Yarmouth, N.S.	36 0	11 0	5 6	12	8	1 sc.	H. B. Cann, Yarmouth, N.S.
121,951	Nettie B.	Port Stanley	1906	Port Stanley, Ont.	37 7	11 8	4 3	12	9	4½ sc.	Wm. Berry, Port Stanley, Ont.
	New York	Montreal	1870	Sorel, Que.	126 1	23 0	8 2	311	143		H. A. Chillas, Nicolet, Que.
121,766	New Zealand	Vancouver	1906	Heriot Bay, B.C.	34 8	11 0	4 0	19	13	3 sc.	Mrs. Helen Bull, Heriot Bay, B.C.
111,813	Newera	"	1901	Vancouver, B.C.	52 5	13 6	5 6	56	37	9 sc.	Herbert Whitaker, Vancouver, B.C.
110,697	Newington	"	1899	Hull, G.B.	115 3	21 0	11 5	193	61	58 sc.	E. J. Fader, New Westminster, B.C.
85,761	Newport	Montreal	1879	Georgeville, Que.	47 0	12 0	6 0	12	8	20 sc.	Hy. H. Caswell, Newport, Vt., U.S.A.
126,215	Nezko	Vancouver	1908	North Vancouver, B.C.	37 1	9 8	4 0	12	8	3 sc.	William H. Braim, North Vancouver, B.C.
*53,589	Niagara	Ottawa	1856 1901	Glasgow, G.B. re-built	159 0	21 1	10 4	396	215	28 sc.	The Ontario & Quebec Nav. Co., Ltd. Picton, Ont.
122,169	Nidge	Vancouver	1906	Vancouver, B.C.	63 7	14 3	7 0	58	39	16 sc.	Ross & Howard Iron Works Co., Ltd., Vancouver, B.C.
111,948	Night Hawk	New Westminster	1902	New Westminster, B.C.	42 0	7 5	3 5	10	7	8 sc.	The Edmonton Logging Co., Ltd., New Westminster, B.C.
117,195	Nightingale	Kenora	1905	Kenora, Ont.	33 0	7 0	3 8	5	3	1 sc.	Thomas Dufresne, Kenora, Ont.
103,393	Nile	Deseronto	1870	Battersea, Ont.	90 1	19 1	6 0	96	49	20 sc.	The Rathbun Co., Deseronto, Ont.
103,957	Nile	Montreal	1891	Sorel, Que.	71 1	11 1	4 0	28	19	22 sc.	The Minister of Public Works, Ottawa, Ont.
107,086	Nilka	Ottawa	1897	Ottawa, Ont.	24 8	5 7	1 8	1	1	4 sc.	John Jamieson, *et al.*, Ottawa, Ont.
90,521	Nina	Chatham, Ont.	1889	Rondeau, Ont	32 0	9 5	4 8	11	9	10 sc.	J. Cooper, Chatham, Ont.
116,770	Nina	Toronto	1903		24 5	6 7	2 5	3	2	1 sc.	Mrs. Asenath A. Glanville, Cutler, Ont.

* Formerly "Druid."

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103,377	Ninsongis	Winnipeg	1894	Simcoe, Ont	45 0	11 0	5 5	7	5	3 pa.	A. F. D. MacGachen, Winnipeg, Man., and W. A. Weir, Kenora, Ont., J.O.
122,328	Niobe	Vancouver	1905	Vancouver, B.C.	20 7	5 9	2 8	2	1	1 sc.	Robert J. Sprott, Vancouver, B.C.
117,090	Nipigon	Collingwood	1908	Collingwood, Ont.	56 8	9 6	7 0	36	24	6 sc.	Ludgie Villeneuve and Albert Robertson, J.O., Nipigon, Ont.
92,443	Nipissing	Toronto	1887	Gravenhurst, Ont.	125 0	21 0	7 6	275	207	23 pa.	Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
†103,682	Niska	"	1897	Milford Bay, Ont.	36 0	8 0	3 8	9	6	3 sc.	Robt. J. Stroud, Milford Bay, Ont.
107,465	Nobby	Lindsay	1883	Peterborough, Ont.	25 0	5 5	2 2	2	1	1 sc.	Thomas Robson, Fenelon Falls, Ont.
100,025	Nocross	Toronto	1887	Tamarac Island, Ont.	45 0	11 5	5 2	20	14	7 sc.	The French River Boom Co., Toronto, Ont.
*100,937	Nokomis	Ottawa	1887	Morristown, N.Y., U.S.A	55 6	10 0	3 9	25	17	— sc.	W. C. Edwards, Rockland, Ont.
121,970	Nomad	Kingston	1906	Boston, Mass., U.S.A.	48 0	10 5	5 0	19	13	4¾ sc.	Gerald W. and William M. Birks, J.O., Montreal, Que.
126,081	Noname	Vancouver	1908	Vancouver, B.C.	76 5	18 9	9 3	113	77	26 sc.	The British Columbia Tie & Timber Co., Ltd., Vancouver, B.C.
71,269	Nora	Montreal	1886	Deseronto, Ont	50 0	9 6	4 0	28	19	3 sc.	The Minister of Public Works, Ottawa, Ont.
100,208	Nora	Vancouver	1889	Port Essington, B.C.	45 0	10 5	5 0	19	13	2 sc.	H. Bell-Irving, Vancouver, B.C.
122,377	Nora	"	1907	Port Guichon, B.C.	45 1	11 7	4 6	24	17	5 sc.	Pacific Coast Fisheries, Ltd., Vancouver, B.C.
122,327	Nora	"	1906	Port Madison, Wash., U.S.A.	35 0	11 4	3 8	13	9	1 sc.	Gerald F. Paine, Vancouver, B.C.

† Formerly "Wawonaissa." * Formerly "Gipsey."

103,380	Nora	Winnipeg	1895	Rat Portage, Ont.	44 0	11 1	3 7	20	14	1 sc.	D. L. Mather, Kenora Ont.
122,501	Nora Creina	Vancouver	1907	Vancouver, B.C.	22 3	6 1	2 5	2	1	⅔ sc.	William B. Barwis, Vancouver, B.C.
122,147	Nora J	Barrington	1907	Yarmouth, N.S.	54 0	12 4	5 0	19	13	8 sc.	James C. McGray, Cape Island, N.S.
112,044	Nord	Quebec	1902	Peribonca, Que.	62 2	15 2	4 5	56	38	3 sc.	Edward S. Vignette, Peribonca, Que.
126,090	Noreensha	Vancouver	1908	Vancouver, B.C	29 6	8 0	3 0	5	3	1 sc.	William Farrell, Vancouver, B.C.
97,108	Norfolk	Port Burwell	1907	Collingwood, Ont.	62 0	14 0	6 6	32	22	10 sc.	Frederick W. Doty, Goderich, Ont.
107,244	Normansell	New Westminster	1890	Maple Ridge, B.C.	29 0	6 3	2 8	5	3	1 sc.	S. T. Teeze, New Westminster, B.C.
*83,143	Norseman	Goderich	1864	St. Catharines, Ont.	177 2	28 4	12 2	620	400	200 sc.	N. Dyment, and A. E. Dyment, J. O. Barrie, Ont.
88,323	North	Quebec	1886	Lévis, Que.	132 4	25 2	9 3	289	182	30 pa.	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
96,911	North King	Kingston	1868 1891	Montreal, Que Kingston, Ont	175 0	43 0	10 0	873	499	500 pa.	Lake Ontario & Bay of Quinté Steamboat Co., Ltd., Kingston, Ont.
107,614	North River	Ottawa	1899	Kippewa, Que	50 2	18 0	4 0	22	11	20 pa.	McLachlin Bros., Ltd., Arnprior, Ont.
107,725	North Vancouver	Vancouver	1900	Vancouver, B.C	73 4	20 1	6 7	104	71	19 sc.	Corporation of North Vancouver, Vancouver, B.C.
117,105	Northern Belle	Ottawa	1905	Sturgeon Falls, Ont.	104 0	21 6	7 6	222	169	30 sc.	French River & Nipissing Navigation Co., Ltd., Sturgeon Falls, Ont.
71,193	Northern Light	"	1876	Lévis, Que.	133 2	25 0	14 7	393	267	120 sc.	Minister of Marine and Fisheries, Ottawa, Ont.
116,941	Northern Light	Kenora	1903	Kenora, Ont.	32 0	9 0	4 0	17	12	⅚ sc.	G. H. Draper, Kenora, Ont.
96,937	Northumberland	Charlottetown	1891	Newcastle-on-Tyne, G.B.	220 0	33 1	20 4	1,255	519	350 sc.	The Charlottetown Steam Nav. Co., Ltd., Charlottetown, P.E.I.
122,011	Norway Belle	Ottawa	1905	Bristol, Que.	66 7	25 8	4 7	46	42	2 pa.	Archibald Macfarlane, Bristol, Que.
85,364	Nosbonsing	"	1884	Lake Nosbonsing, Ont.	56 6	11 8	4 6	25	19	8 sc.	J. R. Booth, Ottawa, Ont.
124,261	Number 26	Quebec	1908	Kirkintillock, G.B.	68 9	15 1	8 1	49		28 sc.	The Dominion Lumber Co., Ltd., Quebec, Que.
107,302	Nyanza	Windsor, N.S.	1899	Horton, N.S.	76 5	21 3	8 2	83	49	17 sc.	F. W. Summer, Moncton, N.B.
100,403	Nymoca	Hamilton	1896 1906	Hamilton, Ont.	72 0	11 0	5 0	51	35	7 sc.	G. F. Beaumont, *et al.*, Muskoka, Ont.
112,171	Nymph	Toronto	1902 1907	Milford Bay, Ont.	72 6	14 8	4 0	84	57	14 sc.	Peter Campbell, Gravenhurst, Ont.
94,914	Ocean Lily	Southampton	1887	Port Elgin, Ont.	29 0	7 0	3 0	3	2	4 sc.	Edward Brooks, Red Bay, Ont.

* Formerly "Enterprise."

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116,684	Ocelot	Richibucto	1908	Richibucto, N.B.	37 0	10 0	5 0	13	11	1 sc	William E. Forbes, Richibucto, N.B.
100,945	Odessa	Collingwood	1894	Collingwood, Ont.	32 0	8 0	7 6	12	8	2 sc	A. L. Nickerson, M.O., Midland, Ont.
111,460	Ogema	Winnipeg.	1901	Selkirk, Man.	55 5	11 5	4 5	29	14	2 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
†94,931	Ogemah	Port Hope	1889	Lindsay, Ont.	85 0	15 0	5 0	72	45	45 pa	Trent Valley Navigation Co., Ltd., Bobcaygeon, Ont.
126,282	Ogistoh	St. John, N.B.	1908	St. John. N.B.	29 2	7 1	4 2	6	4	1 sc	Fred. A. Dykeman, St. John, N.B.
116,281	Ohm	Halifax	1902	Dartmouth, N.S.	24 5	5 2	3 0	2	2	4 sc	Walter S. DeBlois, Halifax, N.S.
112,068	Ojibawaya	Peterborough.	1902	Coneastota, N.Y., U.S.A	16 2	4 4	1 7	1	1	1 sc	Mrs. F. A. Price, Missanaga, Ont.
122,378	Okanagan	Vancouver	1907	Okanagan Landing, B.C.	193 2	32 3	7 7	1,078	679	32 pa	Canadian Pacific Ry. Co., Montreal, Que.
102,305	Okema	Winnipeg	1902	Winnipeg, Man.	20 5	5 5	2 7	4	3	½ sc	Superintendent General of Indian Affairs, Ottawa, Ont.
107,441	Old Pioneer	Vancouver	1898	Vancouver, B.C.	39 5	8 0	4 0	10	7	1 sc	A. J. Mangold, London, Eng.
100,043	Olga	Brockville	1896	Brockville, Ont.	33 0	8 5	4 0	5	4	7 sc	John McLaren, Brockville, Ont.
116,277	Olive	Halifax	1903	Dartmouth, N.S.	62 0	14 3	6 0	35	24	40 sc	The Whitman Fish Co., Ltd., Canso, N.S.
107,623	Olive	New Westminster	1899	Nicomen, B.C.	72 0	12 5	3 5	71	45	4 pa	The Fraser River Oil & Guano Co., Ltd., Vancouver, B.C.
103,433	Olive	Ottawa	1895	North Bay, Ont	25 6	6 0	3 0	2	1	4 sc	G. W. Leach, *et al.*, North Bay, Ont.

† Formerly "Alice Ethel."

107,106	Olive	Victoria	1896	Victoria, B.C.	29 0	9 2	3 2	6	4	3 sc.	S. W. Buckman, Victoria, B.C.
117,050	Olive R.	Barrington	1905	Shelburne, N.S.	35 0	12 5	6 6	14	12	⅝ sc.	Herbert Swim, M.O., Lockeport, N.S.
122,175	Ombabika	Port Arthur	1906	Lake Nepigon, Ont.	70 0	15 0	6 0	76	51	10⅔ sc.	Revillion Bros., Ltd., Montreal, Que.
107,932	Omega	New Westminster	1900	Lake Bennett, B.C.	98 8	21 0	5 2	127	86	13 sc.	Wm. C. Robinson, Lake Bennett, B.C.
107,101	On Time	Victoria	1896	Ballard, Wash., U.S.A.	38 0	10 0	4 4	11	4	2 sc.	James Pope, Port Harvey, B.C.
121,708	Ona	Toronto	1887	Hamilton, Ont	36 0	9 5	3 5	9	6	⅝ sc.	Bertram Yates, Penetang, Ont.
92,382	Onaganoh	Kingston	1887	Kingston, Ont.	47 2	10 0	3 9	19	13	12 sc.	H. Fraser, Port Cockburn, Ont.
103,850	Onananiche	Ottawa	1896	Ottawa, Ont.	23 9	5 8	2 4	1	1	3 sc.	E. A. Parsons, *et al.*, Ottawa, Ont.
*88,623	Onaping	Windsor, Ont.	1870	Saginaw South, Mich., U.S.A.	120 0	19 0	7 6	256	174	300 sc.	John Charlton, Lynedoch, Ont.
116,835	Onawa	Kingston	1904	Gananoque, Ont.	29 6	5 4	2 7	2	2	½ sc.	Wm. J. Reid, Gananoque, Ont.
103,798	Oneita	Shelburne	1899	Lockeport, N.S.	52 2	12 3	5 3	15	10	13 sc.	Freeman Payzant, Lockeport, N.S.
†90,562	Ongiara	Toronto	1885	Toronto, Ont	90 5	18 4	5 4	98	64	80 sc.	The Niagara Navigation Co., Ltd., Toronto, Ont.
94,885	Ontario	Montreal	1890	Owen Sound, Ont.	297 0	41 3	14 9	1,615	1,018	300 pa.	Canadian Pacific Railway Co., Montreal, Que.
	Ontario	Port Hope	1868	Lindsay, Ont.	58 0	15 0	4 3	80	50		J. Thurston, Lindsay, Ont.
83,371	Ontario	Toronto	1881	Walker's Point, Ont.	43 5	8 4	3 8	11	8	6 sc.	R. Walker, M.O., Township of Wood, Ont.
125,983	Ontario No. 1	Montreal	1907	Toronto, Ont.	317 0	54 2	18 7	5,146	3,229	292½ sc.	The Ontario Car Ferry Co., Ltd., Montreal, Que.
116,707	Ontaritze	Quebec	1902	Indian Cove, Que.	43 2	9 4	4 4	18	12	3 sc.	Harold Kennedy, Quebec, Que.
111,973	Onward	Southampton	1902	Kincardine, Ont.	57 0	12 0	6 0	22	15	3 sc.	John McGaw, Kincardine, Ont.
112,173	Ophir	Toronto	1902	Parry Sound, Ont.	41 8	9 0	4 4	11	8	1 sc.	Milton Pearce, Parry Sound, Ont.
122,531	Ophir	Vancouver	1907	Vancouver, B.C.	91 4	24 0	8 2	212	139	16 sc.	Burrard Steamship Co., Ltd., Vancouver, B.C.
103,914	Ora	Victoria	1898	Lake Bennett, B.C.	79 5	16 0	4 3	101	64	3 pa.	Edward J. Smyth, Victoria, B.C.
117,128	Orca	Kingston	1905	Kingston, Ont.	34 0	6 0	3 3	4	3	3 sc.	Arthur F. Macnee, Kingston, Ont.
90,768	Oreadia	Port Arthur	1888	Goderich, Ont.	54 3	14 0	5 2	23	16	30 sc.	Victor Pelletier and Peter Deslaurier, Port Arthur, Ont.
100,947	Orcadia	"	1894	Collingwood, Ont.	52 0	11 8	5 8	26	18	8 sc.	John Bowman, Rossport, Ont.
122,379	Orcadia	Vancouver,	1907	Vancouver, B.C.	26 9	8 0	3 4	7	5	1⅓ sc.	William B. Hood, Vancouver, B.C.

* Formerly "W. H. Pringle" and "International." † Formerly "Queen City."

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116,270	Oriana	Toronto	1903	Buffalo, N.Y., U.S.A.	79 0	15 0	9 0	68	46	14 sc	Robert E. Menzie, Toronto, Ont.
111,610	Orillia	New Westminster	1901	New Westminster, B.C.	36 0	8 2	3 0	12	9	1 sc	Samuel C. Smith, Vernon, B.C.
92,431	Oriole	Toronto	1886	Gravenhurst, Ont.	75 0	14 5	4 4	75	48	4 sc	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
88,378	Oriole	Vancouver	1885	Victoria, B.C.	27 5	7 0	3 5	4	3	1 sc	G. J. Blackman, Vancouver, B.C.
‡100,031	Orion	Quebec	1872	Welland, Ont.	173 8	29 5	12 5	572	311	30 sc	Edouard Haynemand, Lanoraie, Que.
116,932	Orion	Victoria	1904	Christiania, Norway	94 1	17 4	10 6	109	22	42 sc	The Pacific Whaling Co., Ltd., Victoria, B.C.
112,148	Oriska	Kingston	1903	Kingston, Ont.	38 8	8 1	3 3	6	4	3 sc	Wm. Morris, Toronto, Ont.
107,235	Orleans	Quebec	1898	Lévis, Que.	118 0	28 0	2 9	269	183	52 sc	La Compagnie Maritime et Industrielle de Lévis, Que.
116,693	Oro	Kenora	1898	Hamilton, Ont.	25 8	6 0	2 8	2	1	1 sc	Grace Mining Co., Ltd., Ridgeway, Ont.
103,908	Oscar	Victoria	1897	Victoria, B.C.	81 0	21 0	7 0	95	61	8 sc	Butler Freighting & Towing Co., Ltd., Victoria, B.C.
122,640	Oscar C	Kingston	1908	Kingston, Ont	47 8	10 9	5 0	18	9	4 sc	James B. Oliver, Magog, Que.
103,668	Ospray	Winnipeg	1896	Gimli, Man.	49 0	11 0	4 5	21	14	1 sc	H. Armstrong, Portage la Prairie, Man.
107,138	Osprey	Goderich	1902	Goderich, Ont	72 4	15 1	6 8	42	28	17 sc	James Purvis, Gore Bay, Ont.
97,016	Osprey	St. Catharines	1895	Port Robinson, Ont.	32 0	9 6	3 2	6	4	6 sc	Dan Lang, Aldborough, Ont.

‡ Formerly "Bromo."

107,488	Ossifrage	Sault Ste. Marie	1886	West Bay City, Mich., U.S.A.	161 6	27 8	9 0	632	303	55 sc	Algoma Central Railway, Sault Ste. Marie, Ont.
112,141	Osso	Kingston	1902	Kingston, Ont	41 8	8 4	3 6	6	4	5 sc	John H. Wilmott, Beaumaris, Ont.
111,890	Otonabee	Peterboro	1907	Peterboro, Ont	111 2	24 0	5 6	136	87	21 sc	Otonabee Navigation Co., Ltd., Peterboro, Ont.
121,923	Otranto	Quebec	1893	Baltimore, Md., U.S.A	75 0	10 6	2 9	35	24	7 sc	Alphonse Noel, Bonaventure River, Que.
111,443	Ottawa	Ottawa	1900	Toronto, Ont	256 0	43 2	15 2	2,431	1,344	110 sc	J. R. Booth, Ottawa, Ont.
94,628	Ottawa	"	1888	Ottawa, Ont	56 6	13 6	5 8	21	14	50 sc	The Minister of Public Works, Ottawa, Ont.
103,050	Ottawa	"	1887	Arnprior, Ont	26 0	6 3	2 0	1	1	1 sc	H. F. McLachlin and Claude McLachlin, J.O., Arnprior, Ont.
*116,391	Ottawa	Sarnia	1881	Chicago, Ill., U.S.A	151 0	28 4	13 0	617	420	150 sc	The Reid Towing Co., Ltd., Sarnia, Ont
116,650	Ottawan	Ottawa	1904	Ottawa, Ont	108 0	24 0	6 2	311	157	17 sc	Ottawa Forwarding Co., Ltd., Ottawa, Ont.
121,911	Otter	Kenora	1905	Kenora, Ont	40 0	10 0	4 0	16	11	1 sc	Dominion Fish Co., Ltd., Selkirk, Manitoba.
111,662	Otter	Montreal	1899	Longueuil, Que	24 9	7 8	3 1	3	2	1 sc	R. J. Durley, Montreal, Que.
103,632	Otter	Ottawa	1895	Kippewa, Que	48 2	16 0	3 6	21	12	20 pa	Alex. Lumsden, Ottawa, Ont.
107,832	Otter	Victoria	1900	Victoria, B.C.	128 0	24 5	11 0	366	232	24 sc	Canadian Pacific Railway Co., Montreal, Que.
64,452	Onangondy	St. John, N.B	1870	St. John, N.B	114 0	29 2	9 7	295	99	90 pa	The City of St. John, N.B.
92,392	Outlet Queen	Kingston	1888	Warburton, Ont	43 3	9 4	3 6	18	12	5 sc	Wm. Black, Belleville, Ont.
103,951	Ovide	Montreal	1897	Sorel, Que	57 9	13 9	2 4	17	10	1 pa	Joseph Paul, Sorel, Que.
116,318	Owen	Amhertsburg	1881 1908	Detroit, Mich., U.S.A. Amhertsburg, Ont.	69 6	16 5	8 4	49	36	13 sc	Frederick J. Trotter, Amhertsburg, Ont.
122,396	Owen	Victoria	1901	Tacoma, Wash., U.S.A.	56 5	17 3	6 2	44	30	10 sc	Marion Tug Boat Co., Ltd., Victoria, B.C.
103,238	Owl (The)	Montreal	1887	Georgeville, Que	32 9	7 3	2 9	4	3	1 sc	L. J. Courtice, Courtice, Ont.
122,351	Owlet	Kingston	1907	Kingston, Ont	43 6	11 0	4 7	16	11	1⅓ sc	James B. Paterson, Montreal, Que.
117,347	Oyama	Barrington	1905	Port Clyde, N.S	53 2	17 2	5 5	44	28	8 sc	Barrington & Cape Island Steam Ferry Co., Ltd., Barrington, N.S.
126,061	P. M. A.	Charlottetown	1906	Egmont Bay, P.E.I.	37 5	12 5	5 2	15	12	2 sc	Philip M. Arsenault, St. Chrysostome, P.E.I.
92,286	P. S. Hiesordt	Owen Sound	1887	Owen Sound, Ont	66 0	16 0	6 0	45	31	30 sc	W. J. Bell, Sudbury, Ont.

*Formerly "Boscobel."

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110,649	Pandosia	St. John, N.B.	1900	Port Glasgow, G.B.	330 6	48 1	23 5	3,326	2,165	290 sc	Steamship Pandosia Co., Ltd., Rothesay, N.B.
126,148	Panna	Sorel	1908	Sorel, Que.	31 5	6 3	3 0	3	2	5 sc	Pierre Lavalle and Oliver Paul, J.O., Sorel, Que.
†100,756	Pappoose	Windsor, Ont.	1893	Bronté, Ont	71 5	18 3	5 7	57	39	4 sc	Alfred H. Clarke, Windsor, Ont.
116,323	Parrsboro	Parrsboro'	1903	Parrsboro', N.S.	63 9	17 7	7 0	57	26	20 sc	J. N. Pugsley, Parrsboro', N.S.
103,641	Parthia	Kingston	1896	Garden Island, Ont.	126 8	38 3	7 1	198	84	47 pa	The Calvin Co., Ltd., Garden Island, Ont.
‡100,234	Pastime	Halifax	1885	Halifax, N.S	69 7	20 3	6 5	68	46	18 sc	L. Hefler, Halifax, N.S.
111,751	Pastime	Kenora	1901	Kenora, Ont.	42 0	7 0	3 2	15	11	1 sc	Young Men's Christian Association, Winnipeg, Man.
121,759	Pastime	Vancouver			32 4	10 5	3 7	15	10	$\frac{4}{5}$ sc	William S. Holland, Vancouver, B.C.
116,947	Pathfinder	Kenora	1903	Prince Albert, Sask.	66 0	12 5	4 0	23	16	$1\frac{3}{5}$ pa	Richard Deacon, Prince Albert, Sask.
116,415	Patsy	Victoria	1898	Gabriola Island, B.C.	33 5	8 2	3 9	7	5	1 sc	James Deguen, Gabriola Island, B.C.
116,611	Pauline	Dawson	1907	White Horse, Y.T.	85 5	15 5	3 5	145	91	2 pa	Nathaniel B. and John S. Raymond, White Horse, Y.T.
111,168	Pawnee	Sydney	1890	Athens, N.Y., U.S.A.	115 8	23 9	5 7	107	65	150 sc	Cape Breton Electric Co., Ltd., Sydney, N.S.
121,777	Peace River	Winnipeg	1905	Fort Vermilion, Alta.	110 0	24 0	4 5	292	184	6 pa	Hudson Bay Co., London, Eng.
107,872	Pearl	Lindsay	1899	Bobcaygeon, Ont	35 0	7 2	3 0	6	4	6 sc	James Lewis, Bobcaygeon, Ont.

†Formerly "Chub." ‡Formerly a sailing vessel.

116,406	Pearl	Victoria	1901	Vancouver, B.C	29 7	7 7	3 0	3	2	1 sc	G. Stanley Harris, Pender Island, B.C.
90,803	Pearl	New Westminster	1884	Seattle, Wash., U.S.A.	62 4	14 5	3 4	75	54	30 pa	John H. Lowe, Vancouver, B.C.
83,420	Pearl	Port Hope	1885	Peterborough, Ont	30 0	7 5	2 2	8	5	5 sc	H. Calcutt, Peterborough, Ont.
112,170	Pearl	Toronto	1902	Parry Sound, Ont	35 0	7 9	2 5	6	4	1 sc	Robt. G. Aird, Parry Sound, Ont.
122,321	Pearl	Vancouver	1907	Vancouver, B.C.	22 0	7 7	3 4	4	3	¾ sc	James S. Emerson, Vancouver, B.C.
111,953	Peerless	New Westminster	1901	New Westminster, B.C.	92 0	20 5	9 5	128	89	39 sc	Westminster Towing & Fish Co., Ltd., New Westminster, B.C.
85,311	Peerless	"	1881	Kamloops, B.C.	133 0	25 5	5 0	307	256	75 pa	John A. Mara, M.O., Kamloops, B.C.
97,282	Peerless	Sydney	1884	Athens, N.Y., U.S.A.	90 0	20 0	6 0	94	81	30 sc	Cape Breton Electric Co., Ltd., Sydney, N.S.
107,328	Pekin	Halifax	1900	Moser's River, N.S.	90 4	18 5	7 5	85	50	65 sc	J. W. Harrison, M.O., Halifax, N.S.
103,434	Pembroke	Ottawa	1895	Pembroke, Ont	104 5	28 2	6 6	194	122	30 pa	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
117,006	Pender	Vancouver	1904	Vancouver, B.C.	33 7	9 7	5 2	16	11	1 sc	G. S. Hopkins and Thos. E. Hopkins, J.O., Vancouver, B.C.
111,914	Penetang	Toronto	1901	Owen Sound, Ont	82 0	16 5	9 8	100	64	21 sc	FirstbrookBox Co., Ltd., Toronto, Ont.
116,598	Penn-sylvania	Montreal	1901	Cleveland, O., U.S.A.	158 0	35 4	8 4	428	379	6 sc	St. Lawrence Transportation Co., Ltd., Toronto, Ont.
111,987	Penny	Vancouver	1896	Seattle, Wash, U.S.A.	25 0	6 8	2 9	3	2	6 sc	H. H. Hayden, Vancouver, B.C.
96,994	Penticton	New Westminster	1890	Okanagan Lake, B.C.	70 0	16 0	6 0	50	34	4 sc	B. Lequime, M.O., Kelowna, B.C.
* 100,531	Percy Cann	Yarmouth	1892	Meteghan, N.S.	77 0	17 1	6 6	80	56	13½ sc	H. B. Cann, Yarmouth, N.S.
92,379	Peri	St. John, N.B	1888	Rothesay, N.B.	38 4	8 9	2 8	12	8	15 sc	A. H. FitzRandolph, Fredericton, N.B.
100,470	Peribonca	Quebec	1892	Roberval, Que	90 0	21 8	6 2	179	113	28 pa	E. F. Würtele, Quebec, Que.
97,013	Persia	"	1873	St. Catharines, Ont	144 0	26 2	12 2	757	500	58 sc	Thomas Duchaine, Quebec, Que.
107,826	Pert	Victoria	1890	Upper Columbia River, B.C.	49 8	10 0	2 6	6	4	1 sc	Robert Miller, Golden, B.C.
100,309	Pete Gorman	Windsor	1892	Saginaw, Mich., U.S.A.	76 0	19 8	10 0	64	37	13 sc	Jas. Whalen, Port Arthur, Ont., Jas. Murphy, Fort William, Ont., A. F. Bowman, Southampton, Ont., J.O.
122,225	Petit St. Laurent	Montreal	1904	Grande Mère, Que	38 9	8 7	3 1	10	7	1 sc	Joseph Alfred Petit and Arthur St. Laurent, J.O., Grande Mère, Que.
103,863	Petrel	Halifax	1898	Halifax, N.S.	29 5	8 5	3 5	6	4	5 sc	J. N. Hume, Halifax, N.S.
96,917	Petrel	Kingston	1892	Collin's Bay, Ont.	129 2	26 3	9 6	346	199	80 sc	Collin's Bay Rafting & Forwarding Co., Kingston, Ont.

* Formerly "Westport."

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103,040	Petrel	Ottawa	1892	Owen Sound, Ont.	116 0	22 0	10 3	192	98	50 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
121,974	Petrel	Victoria	1906	Victoria, B.C.	86 4	17 0	12 3	134	58	23 sc	Victoria Machinery Depot Co., Ltd., Victoria, B.C.
107,217	Petrel	Winnipeg	1899	Westbourne, Man.	120 0	26 0	6 0	168	94	5 sc	The Manitoba Gypsum Co., Ltd., Winnipeg, Man.
122,176	Pewabic	Port Arthur	1906	Lake Nepigon, Ont.	48 0	12 0	5 0	29	20	8 sc	Harry E. Knoble, Port Arthur, Ont.
111,952	Pheasant	New Westminster	1904	Langley, B.C.	112 0	17 2	5 0	251	158	9 pa	The Skeena River Nav. Co., Ltd., Vancouver, B.C.
116,837	Phœbe	Kingston	1904	Kingston, Ont.	40 6	8 4	3 3	11	7	2 sc	John H. Wilmott, Beaumaris, Ont.
111,571	Phœnix	Toronto	1900	Huntsville, Ont	50 0	11 2	4 8	29	20	7 sc	Huntsville Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
† 103,480	Phœnix	Vancouver	1896	Ballard, Wash, U.S.A.	75 7	16 0	6 0	87	54	11 sc	H. Bell-Irving Co., Ltd., Vancouver, B.C.
116,380	Phyllis	Port Arthur	....	....	21 0	5 4	2 5	2	1	⅛ sc	L. Walsh and W. C. Dalton, J.O., Port Arthur, Ont.
116,381	Pickett	"	1887	Brooklyn, N.Y., U.S.A.	75 0	13 0	6 0	45	30	14 sc	E. J. Nuttall and A. S. Nuttall, J. O., Port Arthur, Ont.
....	Picton	Montreal.	1870	Montreal, Que	179 6	27 0	11 2	946	502	— pa	Richelieu & Ontario Navigation Co., Montreal, Que.
....	Pierrepont	Kingston.	1871	Kingston, Ont	123 0	18 8	7 1	252	153	.....	St. Lawrence River Steamboat Co., Ltd., Kingston, Ont.
116,810	Pierreville	Sorel	1906	Pierreville, Que.	100 0	24 0	3 7	121	76	8 pa	Ida Niquette, Pierreville, Que.
125,991	Pikouagami	Quebec	1906	Roberval, Que	65 4	17 6	3 5	57	36	3½ pa	Quebec & Lake St. John Railway Co., Quebec, Que.

† Formerly "Clayoquot."

88,294	Pilgrim	Quebec	1884	St. Nicholas, Que.	122 0	22 1	7 4	262	165	32 pa.	H. S. Folger, Kingston, Ont.
88,303	Pilot	"	1884	Lévis, Que	109 9	32 5	13 7	427	269	75 sc.	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
111,579	Pilot	Toronto	1901	Parry Sound, Ont	71 5	15 5	6 3	70	48	5 sc.	Mrs. Carrie E. Pratt, Parry Sound, Ont.
116,439	Pilot	Vancouver	1897		25 0	6 5	2 8	2	2	6 sc.	Charles G. Johnson, Vancouver, B.C.
111,790	Pilot	Victoria	1902	Pilot Bay, B.C.	31 0	7 4	3 2	8	5	— sc.	Walter Maguire, Nelson, B.C.
107,109	Pilot	"	1898	Chemainus, B.C	127 5	24 8	12 0	279	148	90 sc.	Jas. Dunsmuir, Victoria, B.C.
116,289	Pioneer	Charlottetown	1904	Mahone Bay, N.S.	41 4	10 8	5 2	15	11	1⅛ sc.	Hugh D. MacEwen, M.O., Morell, P.E.I.
112,306	Pioneer	Winnipeg	1902	Ninette, Man.	60 0	13 0	3 5	16	8	3⅓ sc.	Pelican Lake Steamboat & Trading Co., Ltd., Ninette, Man.
75,913	Pioneer	Kingston	1879	Napanee, Ont.	49 0	15 2	4 6	28	19	14 sc.	H. C. Rothwell, Kingston, Ont.
106,879	Platea	St. John, N.B	1897	Port Glasgow, G.B	324 6	48 0	22 6	3,169	2,044	294 sc.	Steamship Platea Co., Ltd., Rothesay, N.B.
103,102	Plover	Montreal	1863 1894	Lachine, Que.	64 7	15 3	7 0	40	27	9 sc.	The Sincennes McNaughton Line, Ltd., Montreal, Que.
116,595	Pocahontas	"	1904	North Hatley, Que.	68 5	16 5	5 0	56	38	12 sc.	J. G. Sampson, North Hatley, Que.
92,727	Pochahontas	Toronto	1885	Muskoka Mills, Ont.	36 0	16 0	3 7	32	20	4 pa.	Muskoka Mill & Lumber Co., Toronto, Ont.
85,759	Polaris	Quebec	1883	Lévis, Que	118 5	31 4	16 5	533	336	180 sc.	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
111,494	Pole Nord	"	1899	Quebec, Que	29 6	7 0	3 5	4	3	5 sc.	Joseph M. Rousseau, Quebec, Que.
122,475	Pollux	Ottawa	1907	Toronto, Ont.	66 0	22 0	5 2	88	23	3⅓ pa.	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
116,334	Pontiac	"	1903	Simcoe, Ont	40 0	16 0	3 6	15	9	20 pa.	Peter Whelen, Ottawa, Ont.
100,687	Popcum	New Westminster	1894	Popcum, B.C.	50 0	12 0	3 5	13	8	1 pa.	W. Knight, Popcum, B.C.
90,765	Port Elgin Queen	Goderich	1886	Port Elgin, Ont.	52 4	14 4	6 3	37	25	35 sc.	A. F. Bowman and C. F. Bowman, Southampton, Ont.
126,203	Port Mellon Flyer	Vancouver	1908	Vancouver, B.C.	37 7	10 8	4 8	15	10	3 sc.	George E. Gates, Vancouver, B.C.
122,390	Port Simpson	Victoria	1908	Victoria, B.C.	136 6	30 4	5 4	607	379	15 pa.	Hudson's Bay Company, London, Eng.
121,922	Portneuf	Quebec	1906	St. Joseph de Lévis, Que.	59 0	15 7	5 7	39	26	15 sc.	Alfred John Lalonde, Kingston, Ont.
94,798	Powerful	Richibucto	1900	Rexton, N.B.	54 0	11 0	2 6	29	18	20 sc.	John Jardine, Rexton, N.B.
103,557	Préfontaine	Montreal	1896 1898 1903	Sorel, Que	202 0	30 6	8 0	899	533	56 sc.	The St. Lawrence Canadian Navigation Co., Ltd., Montreal, Que.
112,166	Premier	Chatham, N.B.	1903	Chatham, N.B	38 0	10 4	4 8	9	6	6 sc.	A. F. Bently, M.O., Chatham, N.B.

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built. — Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
122,444	Premier	St. John, N.B.	1907	Clifton, N.B	64 9	21 6	4 7	56	35	4½ pa	The Clifton Steamship Co., Ltd., Gondola Point, N.B.
* 92,735	Premier	Toronto	1888	Hamilton, Ont.	130 0	25 2	9 0	337	219	40 sc	W. C. Fremlin, Sault Ste. Marie, Ont.
† 107,900	Prescott	Montreal	1873 / 1900	Montreal, Que / Sorel, Que	195 1	27 8	9 0	1,107	648	53 pa	Richelieu & Ontario Navigation Co, Montreal, Que.
122,343	Prima	Toronto	1898 / 1906	. / Toronto, Ont.	34 0	7 8	3 5	8	5	1 sc	The Upper Ontario Steamboat Co., Ltd., New Liskeard, Ont.
107,594	Primrose	Owen Sound	1899	Owen Sound, Ont.	53 0	11 0	5 0	23	16	9 sc	M. McInnes, Meaford, Ont.
94,990	Primrose	Toronto	1890	Toronto, Ont.	140 2	28 2	6 8	189	119	42 pa	The Toronto Ferry Co., Ltd., Toronto, Ont.
112,294	Primrose	Winnipeg	1902	Peterboro, Ont.	37 0	8 4	4 0	9	6	1 sc	The Hudson's Bay Co., London, Eng.
117,197	Prince	Kenora	1905	Kenora, Ont.	27 0	6 0	3 0	3	2	1 sc	Neil Brunsel, Kenora, Ont.
‡ 107,349	Prince Albert	Yarmouth	1901	Shelburne, N.S.	97 0	20 0	8 4	127	64	24 sc	The Dominion Atlantic Railway Co., London, Eng.
.....	Prince Alfred	Kingston	1867	Brockville, Ont.	60 2	10 8	5 0	20	10	.....	Mrs. S. E. Miller, Gore Bay, Ont.
80,955	Prince Edward Ferry.	Picton, Ont.	1885	Deseronto, Ont.	58 0	18 4	3 0	18	12	12 pa	Wm. Powles, Deseronto, Ont.
103,595	Princess	Charlottetown	1896	Grangemouth, G.B.	165 0	26 0	17 7	542	252	90 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
.....	Princess	Montreal	1872	Montreal, Que.	141 9	22 4	7 8	527	298	— pa	Ottawa River Navigation Co., Montreal, Que.
116,405	Princess Beatrice	Victoria	1903	Victoria, B.C.	193 4	37 4	15 2	1,290	635	124 sc	Canadian Pacific Railway Co., Montreal, Que.

* Formerly "Lincoln" and "Greyhound." † Formerly "Bohemian." ‡ Formerly "Messenger."

122,387	Princess Ena	Victoria	1907	Garston, G. B	195 1	38 2	22 6	1,368	827	75 sc	Canadian Pacific Railway Co., Montreal, Que.
77,903	Princess Louise	Cornwall	1879 1888	Ogdensburg, N.Y., U.S.A.	67 7	13 0	4 2	26	18	25 sc	A. Smallman, Dundee, Que.
† 109,860	Princess May	Vancouver	1888	Newcastle-on-Tyne, G.B.	249 0	33 2	17 7	1,717	892	150 sc	Canadian Pacific Ry. Co., Montreal, Que.
121,988	Princess Royal	Victoria	1907	Victoria, B.C.	228 0	40 0	16 6	1,997	981	177 sc	Canadian Pacific Railway Co., Montreal, Que.
103,646	Priscella	Toronto	1897	Kingston, Ont.	53 2	9 2	4 6	20	14	15 sc	Priscilla Steam Yacht Co., Ltd., Toronto, Ont.
107,724	Proctor	Vancouver	1900	Nelson, B.C	65 0	14 4	5 2	43	29	13 sc	Canadian Pacific Railway Co., Montreal, Que.
122,158	Progressive	"	1906	Vancouver, B.C.	77 6	18 0	8 8	88	60	16 sc	The Progressive Steamboat Co., Ltd., Vancouver, B.C.
107,865	Prospector	Dawson	1901	White Horse, Y.T	110 9	22 2	4 5	263	165	10 pa	R. P. McLellan, Dawson, Y.T.
121,713	Prospector	Vancouver	1905	Vancouver, B.C.	27 0	7 7	2 3	8	5	⅓ sc	John M. Fuller, Vancouver, B.C.
111,819	Psyche	"	1901	"	28 4	6 4	2 9	3	2	2 sc	Fred. G. Thulin, Lund, B.C.
111,950	Ptarmigan	New Westminster	1903	Golden, B.C.	110 0	20 5	4 0	246	155	4 pa	The Upper Columbia Navigation & Tramway Co., Ltd., Golden, B.C.
122,493	Puffing Billy	Chatham, N.B.	1903	Shippegan, N.B.	35 5	10 0	2 5	9		1 pa	Joseph H. Taylor, Campbellton, N.B.
122,073	Puffing Billy	Toronto	1905	Waubaushene, Ont.	23 8	5 8	2 9	3	2	⅛ sc	John Cumberlege Cautley, Minnicoganashene, Ont.
‡ 112,145	Pukwana	"	1903	Kingston, Ont	54 3	8 9	3 9	14	9	13 sc	John D. McMurrich, Toronto, Ont.
111,923	Puritan	"	1901	Holland, U.S.A	41 4	6 8	3 0	6	4	... sc	Priscilla Steam Yacht Co., Ltd., Toronto, Ont.
121,758	Pursuit	Vancouver	1905	Vancouver, B.C	32 0	10 0	3 3	12	8	1 sc	William Main, M.O., Vancouver, B.C.
122,630	Pusher	Chatham, N.B.	1903	Little Branch, N.B.	28 0	10 0	2 0	15	9	3 pa	Peter England, Chatham, N.B.
111,632	Pydna	St. John, N.B.	1900	Port Glasgow, G.B.	309 6	44 5	22 5	2,868	1,855	241 sc	Steamship Pydna Co., Ltd., Rothesay, N.B.
121,780	Qu'Appelle	Winnipeg	1907	Port Hyman, Sask	62 0	17 0	4 0	82	51	10⅔ sc	Wm. Pearson Co., Ltd., Winnipeg, Man.
96,899	Quadra	Ottawa	1891	Paisley, G.B.	174 5	31 1	13 6	573	265	120 sc	The Minister of Marine and Fisheries Ottawa, Ont.
96,916	Quebec	Kingston	1867	Bedford Mills, Ont.	110 2	23 4	5 1	108	60	45 sc	H. F. Cumming, Cornwall, Ont.
122,405	Quebec	Montreal	1865 1907	Sorel, Que	311 0	64 1	12 0	3,498	2,013	120 pa	The Richelieu & Ontario Nav. Co., Montreal, Que.
122,478	Quebec	Ottawa	1907	Carleton Place, Ont.	30 6	7 1	3 0	5	4	2½ sc	Temiskaming Navigation Co., Ltd., Mattawa, Ont.

† Formerly "Hating." ‡ Formerly "Willowdee."

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100,688	Queen	New Westminster	1894	Kamloops, B.C.	70 0	12 8	3 6	77	49	4 pa	Mrs. Antoinette LeM. Saucier, Kamloops, B.C.
107,619	Queen	Ottawa	1899	North Bay, Ont.	50 2	9 3	4 8	15	12	8 sc	R. Farries, *et al.*, North Bay, Ont.
92,335	Queen	Quebec	1886	Lévis, Que.	117 0	31 6	14 8	367	249	75 sc	The Quebec & Lévis Ferry Co,, Ltd, Quebec, Que.
85,517	Queen	Toronto	1883	Roach's Point, Ont.	35 7	8 5	3 5	7	5	8 sc	Thomas Ellis, Roach's Point, Ont.
*121,980	Queen	Victoria	1883	Seattle, Wash., U.S.A.	69 9	16 8	8 4	71	35	23⅔ sc	The Queen City Trading & Transportation Co., Ltd., Victoria, B.C.
78,015	Queen	Winnipeg	1883	Kenora, Ont.	49 5	9 0	4 2	32	19	15 sc	A. F. D. MacGachen Winnipeg, Man., and W. A. Weir, Kenora, Ont., J. O.
†103,482	Queen City	Victoria	1894	Vancouver, B.C.	116 0	27 0	10 0	391	244	34 sc	Canadian Pacific Railway Co., Montreal, Que.
90,567	Queen of the Isles	Toronto	1885	Orillia, Ont.	72 0	11 0	4 3	40	27	15 sc	Muskoka Leather Co., Ltd., Toronto, Ont.
107,861	Quick	Dawson	1900 / 1906	Dawson, Y.T. / Teslin Lake, Y.T.	70 0	14 0	3 0	84	76	2 pa	Thomas Smith, White Horse, Y.T.
85,571	Quiddy	St. John, N.B	1883	Portland N.B	62 3	12 0	4 9	31	19	10 pa	B. A. Fanjoy, Johnston, N.B.
‡107,481	R. A. McLean	Sault Ste. Marie	1873	Muskegon, Mich., U.S.A.	49 0	13 2	5 1	30	14	— sc	Mrs. Margaret McLean, Sault Ste. Marie, Ont.
.....	R. B. McPherson.	Goderich	1872	Goderich, Ont	53 9	11 0	5 9	30	20	.....	Jas. Morrow, Collingwood, Ont.

* Formerly "Queen City." † Formerly a sailing vessel. ‡ Formerly "Alice M. Campbell."

100,125	R. C. Brittain	Wallaceburg	1877	Toledo, O., U.S.A	142 2	24 0	8 0	213	149	13 sc	Wm. Scott, Wallaceburg, Ont.
77,716	R. F. Child	Wallaceburg			35 5	8 2	4 0	5	3	3 sc	H. D. Gamble, Toronto, Ont.
111,971	R. H. Dobson	Southampton	1902	Goderich, Ont	75 0	14 7	6 9	44	30	14 sc	Dobson & McLeod, Southampton, Ont.
111,853	R. J. Morrell	Owen Sound	1901	Meaford, Ont.	68 0	13 0	6 5	40	27	10 sc	Jas. Pilgrim, Meaford, Ont.
103,875	R. P. Flower	Montreal	1883	Watertown, N.Y., U.S.A	56 6	10 5	3 5	22	14	2 sc	V. P. Cantin, Montreal, Que.
85,316	R. P. Rithet	Victoria	1882	Victoria, B.C.	177 0	33 6	8 5	817	686	250 pa	Canadian Pacific Railway Co., Montreal, Que.
116,472	R. R. Call	Chatham, N.B	1904	Chatham, N.B.	53 6	13 0	5 3	23	16	8 sc	Charles Remsborow, Chatham, N.B.
83,154	R. Anglin	Belleville	1869	Kingston, Ont.	97 3	22 9	5 4	97	52	2 sc	R. J. Couch and H. W. Brooks, J.O., Ottawa, Ont.
100,935	R. Hurdman	Ottawa	1892	Kippewa, Que	103 0	19 7	6 6	93	68	45 sc	A. Lumsden, Ottawa, Ont.
116,305	R-Tis-3	Charlottetown	1905	Charlottetown, P.E.I.	25 4	7 5	3 4	3	3	5½ sc	H.H. Crossman, Charlottetown, P.E.I
103,926	Rambow	Peterborough	1898	Birdsall, Ont.	71 4	11 7	3 7	51	34	6 sc	Francis Burnett, Birdsall, Ont.
126,264	Ralph C	Toronto	1908	Fesserton, Ont.	32 0	8 6	4 0	12	7	3 sc	Walter Wm. Carter, Fesserton, Ont.
90,725	Ralph E. S	Halifax	1886	Mahone Bay, N.S.	56 0	13 2	6 2	28	19	20 sc	Mrs. Rosanna Neville, Halifax, N.S.
*116,400	Ralph T. Holcomb	Sarnia	1898	Marine City, Wis., U.S.A	133 5	30 2	9 2	375	165	42 sc	F. E. Hall, L'Orignal, Ont.
107,591	Rambler	Owen Sound	1898	Owen Sound, Ont.	48 2	8 8	5 0	6	4	14 sc	Waterous Engine Co., Ltd., Brantford, Ont.
116,266	Rambler	Toronto	1903	Toronto, Ont.	70 0	10 0	3 5	39	25	10 sc	Mrs. Isabelle McKinnon, Toronto, Ont.
117,003	Rambler	Vancouver	1904	Vancouver, B.C.	23 0	6 2	2 6	2	1	⅓ sc	Cyril J. Haney, Port Haney, B.C.
121,754	Rambler	"	1906	"	31 0	10 0	4 6	15	10	⅘ sc	Mrs. A. A. Stubbs, Vancouver, B.C.
122,157	Rambler	"			40 6	7 6	4 0	11	7	4 sc	Mrs. Harriett Ford, Port Hammond, B.C.
103,655	Rambler	Winnipeg	1896	Kenora, Ont.	46 7	10 4	4 5	26	18	1 sc	C. G. Pennock and E. F. Kendall, Kenora, Ont.
107,253	Ramona	New Westminster	1896	Portland, Ore., U.S.A	178 2	25 0	4 4	251	209	9 pa	Western Steamboat Co., Ltd., New Westminster, B.C.
97,127	Randolph	Quebec	1890	Quebec, Que	42 2	11 4	4 0	17	4	40 sc	Mrs. Sarah C. Malone, Trois Rivières, Que.
103,259	Randolph	St. John, N.B	1894	St. John, N.B.	38 3	10 3	3 3	9	6	8 sc	St. John River Log Driving Co., Fredericton, N.B.
92,395	Ranger	Deseronto	1888	Kingston, Ont.	46 5	10 6	4 3	14	8	25 sc	Thomas Walsh, Kenora, Ont.
	Ranger	Port Hope	1884	Lindsay, Ont.	74 0	13 0	5 0	53	40		Geo. Crandell, Lindsay, Ont.

* Formerly "Isaac Lincoln."

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†116,937	Ranger	Victoria		U.S.A.	58 8	19 0	5 9	53	28	12 sc	The Queen Charlotte Oil & Packing Co., Ltd., Victoria, B.C.
94,841	Ranger	Windsor, Ont.	1888	Walkerville, Ont	44 4	7 5	3 7	8	5	5 sc	Wm. Parker, Sandwich, Ont.
122,407	Rapids King	Montreal.	1907	Toronto, Ont.	239 0	40 0	9 5	1,801	1,199	155 sc	Richelieu & Ontario Navigation Co., Montreal, Que.
117,198	Rat Portage	Kenora	1905	Kenora, Ont.	38 5	8 0	3 5	15	10	1 sc	Rat Portage Lumber Co., Ltd., Kenora, Ont.
100,050	Recluse	Brockville	1897	New York, N.Y., U.S.A.	18 5	8 3	2 1	3	2	2 sc	E. H. Bissett, Brockville, Ont.
‡85,674	Red Fir	Victoria	1884	New Westminster, B.C.	75 0	15 4	6 7	67	45	6 sc	Red Fir Lumber Co., Ltd., Nanaimo, B.C.
90,787	Red Star	Victoria	1887	Victoria, B.C.	33 0	9 0	3 0	15	10	2 pa	M. P. Reid, Kaslo, B.C.
112,303	Redwing	Winnipeg	1904	Selkirk, Man.	65 0	10 0	7 0	23	16	5 sc	The Superintendent General of Indian Affairs, Ottawa, Ont.
100,654	Reginald	Sarnia	1894	Garden Island, Ont.	120 6	20 0	9 7	186	13	400 sc	The Victoria Harbour Lumber Co., Ltd., Toronto, Ont.
121,790	Reina	Ottawa	1905	Hull, Que.	30 4	6 8	3 6	4	3	½ sc	Francis St. Louis, Hull, Que.
88,561	Reindeer	Kingston	1884	Kingston, Ont	74 0	17 2	5 3	58	34	11 sc	James Collier, Fredericksburg, Ont.
85,281	Reliance	Deseronto	1881	Deseronto, Ont	120 0	23 5	9 0	239	169	134 sc	The Ontario & Quebec Navigation Co., Ltd., Picton, Ont.
97,115	Reliance	Midland	1892	Collingwood, Ont.	124 0	23 0	11 6	311	182	66 sc	The Midland Towing & Wrecking Co., Ltd., Midland, Ont.
103,166	Reliance	Vancouver	1897	New Westminster, B.C.	54 0	12 4	6 1	36	25	8 sc	Anglo-British Columbia Packing Co., Ltd., London, Eng.

† Foreign name "Wishkah." ‡ Formerly "Belle."

117,114	Reliance	Vancouver	1905	Vancouver, B.C.	26 8	8 6	3 9	10	7	1 sc.	D. S. Gray, Vancouver, B.C.
84,842	Relief	Quebec	1865	Mystic, Conn., U.S.A.	116 0	30 0	15 3	381	193	90 sc.	Achille Vernier, Quebec, Que.
71,116	Rescue	Collingwood	1878	Collingwood, Ont.	56 0	13 5	6 0	20	17	20 sc.	Richard Power, M.O., Victoria Harbour, Ont.
88,244	Rescue	Deseronto	1885	Deseronto, Ont.	62 0	16 0	7 0	52	36	96 sc.	The Rathbun Co., Deseronto, Ont.
*92,573	Rescue	Halifax	.....	.....	104 0	21 8	7 5	124	84	30 sc.	Wm. McFatridge, Halifax, N.S.
92,439	Rescue	Toronto	1886	Toronto, Ont.	41 0	8 7	4 2	7	5	2 sc.	Mrs. Mary C. McMurchy and Alicia C. McMurchy, J.O., Toronto, Ont.
†85,719	Reserve	Ottawa	1884	Buffalo, N.Y., U.S.A.	61 8	15 3	4 8	49	36	30 sc.	Minister of Marine and Fisheries, Ottawa, Ont.
‡78,554	Restigouche	Quebec	1877	Port Glasgow, G.B.	229 7	31 0	16 1	945	463	180 sc.	J. A. Bouchard, M.O., Quebec, Que.
117,159	Restless	New Westminster	1906	New Westminster, B.C.	71 0	17 0	7 0	76	53	16 sc.	Minister of Marine and Fisheries, Ottawa, Ont.
111,868	Reta	Ottawa	1902	Britannia, Ont.	35 5	8 6	2 6	2	1	4 sc.	M. W. Clifford, Lakefield, Ont.
107,589	Retta	Lindsay	1899	Lindsay, Ont.	29 0	5 2	2 0	2	1	3 sc.	Joseph Brown, Lindsay, Ont.
111,777	Revelstoke	Victoria	1902	Nakusp, B.C.	126 9	22 7	4 3	309	179	10 pa.	Revelstoke Nav. Co., Ltd., Revelstoke, B.C.
122,494	Rex	Chatham, N.B.	1907	Chatham, N.B.	77 0	19 4	5 5	60	38	10 pa.	John T. Rundle, Chatham, N.B.
116,594	Rex	Montreal	1893	Brooklyn, N.Y., U.S.A.	59 0	7 0	3 0	13	9	10 sc.	G. F. Benson, Montreal, Que.
122,514	Rex	Vancouver	1907	Vancouver, B.C.	38 0	10 0	4 0	14	9	5 sc.	Geo. A. Graham, Denman Island, B.C.
122,625	Rexton	Chatham, N.B.	1908	Rexton, N.B.	64 0	14 0	4 0	35	22	4 pa.	John M. Burns, M.O., Rexton, N.B.
§116,268	Rheata	Midland	1882	Tonawanda, N.Y., U.S.A.	48 0	12 4	5 7	27	18	9 sc.	John S. Kinnie, Midland, Ont.
69,613	Rhoda	Quebec	1874	Lévis, Que.	131 6	23 0	10 1	182	59	45 pa.	J. H. Dorion, Chateau Richer, Que.
77,576	Rhoda May	Montreal	1877	Messina, N.Y., U.S.A.	50 0	9 8	4 5	18	12	10 sc.	A. P. Ross, Cornwall, Ont.
117,023	Richmon	Sydney	1905	Sydney, N.S.	112 5	18 0	8 3	162	105	20 sc.	The Richmond Steamship Co., Ltd., Sydney, N.S.
‖96,920	Rideau King	Kingston	1893	Kingston, Ont.	107 0	23 4	6 0	266	197	12 sc.	The Rideau Lakes Navigation Co., Ltd., Kingston, Ont.
107,742	Rideau Queen	"	1900	"	108 0	27 3	6 9	351	196	25 sc.	" "
107,855	Rideout	Dawson	1898	Stockton, Cal., U.S.A.	150 0	32 0	4 0	278	267	450 pa.	A. J. Smilie, Dawson, Yukon Territory.
111,946	Riffle	New Westminster	1902	Kamloops, B.C.	45 0	11 0	3 5	37	23	2 pa.	The Lamb-Watson Lumber Co., Ltd., Arrowhead, B.C.

* Formerly H. M. gunboat "Charger." †Formerly "Alaska." ‡Formerly "Rathlin." §Formerly "J. H. DeGraff." ‖Formerly "James Swift."

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97,118	Ripple	Collingwood	1892	Collingwood, Ont.	32 0	8 0	3 7	5	4	1 sc	Peter Chesterfield, Richard's Landing, Ont.
72,557	Ripple	Kingston	1874	Portsmouth, Ont.	38 0	8 6	3 3	13	10	2 sc	C. Warren, Pembroke, Ont.
77,993	Ripple	Ottawa	1878	Hull, Que	43 9	8 8	4 6	16	10	14 sc	W. H. Wylie, Carleton Place, Ont.
116,212	Ripple	Quebec	1902	Quebec, Que.	39 6	9 5	4 5	13	9	3 sc	John S. Thom, Quebec, Que.
112,047	Ripple	St. Catharines	1902	St. Joseph, Mich., U.S.A	15 4	5 3	3 7	2	1	1½ sc	J. P. Gibbons, Port Colborne, Ont.
66,064	Rival	Montreal	1873	St. Colombe, Que.	120 0	23 0	8 4	125	36	60 pa	Sincennes McNaughton Line Ltd., Montreal, Que.
96,894	River Belle	Ottawa	1891	Chalifeau L'ng, Que.	40 0	8 5	4 5	14	11	20 sc	Daniel Johnson, Combermere, Ont.
117,126	River View	Kingston	1903	Penetang, Ont.	29 4	7 6	2 9	5	3	$\frac{4}{5}$ sc	F. Shipman, Ivy Lea, Ont.
100,335	Rivière du Loup	Montreal	1873 1895	Sorel, Que	104 8	22 7	4 6	199	130	19 pa	Narcisse Auclair, L'Assomption, Que.
121,732	Roamer	Vancouver	1905	Vancouver, B.C	17 7	5 1	2 1	1	1	7 sc	Stanley W. Conner, Vancouver, B.C.
122,360	Rob. G. Weddell	Kingston	1907	Trenton, Ont.	66 1	16 0	7 8	45	19	28 sc	Robert Weddell, Trenton, Ont.
111,585	Rob Roy	Peterborough	1900 1904	Peterborough, Ont.	41 0	7 4	3 4	13	10	½ sc	Robert M. Roy, Peterborough, Ont.
111,915	Rob Roy	Toronto	1899	Pefferlaw, Ont	30 0	7 5	3 0	5	3	1 sc	Norman Bennet, Orillia, Ont.
100,732	Rob Roy	Windsor, N.S.	1892	Mount Denison, N.S.	52 0	10 2	5 0	14	10	12 sc	T. W. McKinley and W. H. McKinley Mount Denison, N.S.

77,830	Robbie Burns	Halifax	1876	Dartmouth, N.S	72 4	25 0	7 0	89	73	20 sc	W. Beazley, *et al.*, Ferguson's N.S.
112,191	Robert Downey	Chatham, Ont.	1893	Buffalo, N.Y., U.S.A	58 0	14 5	7 0	37	25	8 sc	Charles S. Boone, Toronto, Ont.
85,320	Robert Dunsmuir	New Westminster	1883	New Westminster, B.C.	105 0	17 5	6 7	152	96	18 sc	Herbert Gilley, New Westminster, B.C.
107,119	Robert Mackay	Montreal	1899	Lévis, Que	79 2	17 6	11 9	129	87	43 sc	Harbour Commissioners of Montreal, Montreal, Que.
125,972	Roberval	"	1907	Toronto, Ont	128 3	24 0	9 0	344	157	27 sc	La Compagnie le Nord, Chicoutimi, Que.
122,024	Robie M	Halifax	1907	Liverpool, N.S	76 6	16 6	7 3	67	31	19 sc	James W. Langille, Halifax, N.S.
85,494	Rock	Collingwood	1883	Midland, Ont.	43 6	11 8	6 8	14	10	1½ 15 sc	James Anderson, M.O., Midland, Ont.
107,879	Rockaway	Lindsay	1901	Lindsay, Ont.	36 6	6 5	2 5	7	5	6 pa	T. H. DeCew, Fenelon Falls, Ont.
107,216	Rocket	Winnipeg	1899	Selkirk, Man.	76 0	15 0	6 8	56	21	7 sc	Northwest Navigation Co. Ltd., Winnipeg, Man.
85,358	Rockland	Ottawa	1882	Rockland, Ont.	65 5	16 0	9 2	78	50	50 sc	The Hawkesbury Lumber Co., Ltd. Hawkesbury, Ont.
92,542	Rodolphe	Montreal	1885	Sorel, Que	100 7	29 4	5 2	116	72	26 pa	Louis Tourville, Montreal, Que.
112,348	Rona	Liverpool	1903	Liverpool, N.S	75 2	19 3	7 5	70	42	— sc	His Majesty King Edward VII.
111,669	Ros	Montreal	1902	St Hyacinthe, Que.	45 7	12 0	1 6	26	16	2 pa	Mrs. Louisa Blanchard, St. Hyacinthe, Que.
83,151	Rosamond	Belleville	1883	Belleville, Ont	48 0	9 5	4 9	23	15	15 sc	Jas. F. Canniff, Toronto Ont.
111,655	Rose Emma	Montreal	1900	St. Gabriel de Brandon, Que.	44 6	9 0	4 2	11	7	1 sc	St. Gabriel Lumber Co., Ltd., Montreal, Que.
95,265	Rosedale	Toronto	1838	Sunderland, G.B.	246 1	35 0	21 1	1,507	977	106 sc	Rosedale Ltd., Hamilton, Ont.
122,122	Rosemary	Halifax	1906	Sable River, N.S	66 1	14 6	5 9	41	28	8 sc	Mrs. Rosanna Neville, Halifax, N.S.
103,565	Rosemount	Montreal	1896	Bill Quay, G.B.	245 0	41 0	18 4	1,580	989	200 sc	The Montreal Transportation Co., Ltd., Montreal, Que.
122,212	Rosena	Toronto	1906 1908	Gregory, Ont.	40 0	8 0	3 0	8	6	2 sc	Charles John Henry Ames, Muskoka, Ont.
111,660	Roseneath	Montreal	1901	Racine, Wis., U.S.A	20 0	5 5	2 6	1	1	1 sc	François R. F. Brown, Montreal, Que.
107,177	Rosey May	Port Arthur	1898	Rossport, Ont.	28 0	8 0	3 0	4	2	1 sc	John Bowman, Rossport, Ont.
100,670	Rosina	Kingston	.....	Cowes, Isle of Wight, G.B.	29 5	6 1	2 8	2	2	8 sc	L. B. Howland, Brockville, Ont.
80,588	Rosseau	Toronto	1880	Gravenhurst, Ont.	70 0	11 6	5 0	53	36	20 sc	Wm. Henshaw, Gravenhurst, Ont.
107,142	Rossland	Vancouver	1897	Nakusp, B.C.	183 4	29 1	7 0	884	532	32 pa	Canadian Pacific Ry. Co., Montreal, Que.
107,442	Rothesay	"	1898	New Westminster, B.C.	144 0	30 0	5 0	553	348	17 pa	Rothesay Shipping Co., Ltd., Vancouver, B.C.

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121,918	Rover	Kenora	1907	Kenora, Ont	30 0	10 5	4 0	11	7	1 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
111,884	Rover	Peterborough	1905	Peterboro, Ont	40 0	9 5	3 2	19	12	2 pa	The Dickson Co., Ltd., Peterboro, Ont.
103,692	Rover	Sault Ste. Marie	1893	Bay City, Mich., U.S.A.	30 6	7 8	2 8	6	3	5 sc	Blind River Towing Co., Blind River, Ont.
122,518	Rover	Vancouver	1907	Vancouver, B.C	39 0	11 0	4 8	19	13	2 sc	Alfred Wallace and Hume B. Babington, J.O., Vancouver, B.C.
97,168	Rover	Victoria	1891	Nanaimo, B.C	30 0	8 0	3 0	7	4	1 sc	John D. Foreman, Nanaimo, B.C.
107,363	Roy	Toronto	1898	Victoria Harbour, Ont	31 0	8 1	3 7	6	4	1 sc	The Georgian Bay Hotel Co., Ltd., Parry Sound, Ont.
117,081	Roy Mac	Collingwood	1905	Collingwood, Ont	44 0	12 0	6 6	23	16	4 sc	M. J. Haney and R. Miller, Toronto, Ont.
116,667	Royal	Midland	1906	Honey Harbour, Muskoka, Ont.	31 4	7 6	3 2	5	3	2 sc	Fred, Earnest, Phileas and George Grisé, Midland, Ont.
111,956	Royal City	New Westminster		London, G.B	96 5	12 0	6 5	38	23	1[illegible]pa sc	Torpedo Freighting & Tug Co., Ltd., New Westminster, B.C.
77,702	Ruby	Brockville	1878	Brockville, Ont	70 0	15 0	5 0	72	44	36 sc	John Ellison, Port Stanley, Ont.
88,562	Ruby	Kingston	1879	Garden Island, Ont	23 4	5 6	2 5	2	1	4 sc	Chas. Stewart, Lansdowne, Ont.
116,991	Ruby	Ottawa	1903	Barry's Bay, Ont	41 6	9 3	4 0	11	9	1 sc	Ontario Corundum Co., Ltd., Toronto, Ont.
116,339	Ruby	"	1903	Hull, Que	31 0	7 1	3 0	2	2	4 sc	F. L. Vandusen and A. Milne, J.O., Hull, Que.
111,582	Ruby	Peterborough	1893	Peterborough, Ont	32 0	6 7	3 5	7	5	4 sc	H. E. Ford, Norwood, Ont.

122,148	Ruby I.	Annapolis Royal	1907	Margaretville, N.S	90 0	20 4	8 6	119	49	16⅔ sc	The Margaretville Steamship Co., Ltd., Margaretville, N.S.
112,149	Rulo	Toronto	1903	Kingston, Ont	47 0	7 3	3 3	9	6	5 sc	Wm. C. Crowther, Toronto, Ont.
75,660	Rupert	Quebec	1877	Quebec, Que	147 0	25 5	10 4	512	292	150 pa	W. E. Cornell, Toronto, Ont.
111,990	Rupert	Vancouver	1900	Hong Kong, China	24 5	6 6	3 6	3	2	1 sc	John R. Reid and James R. Turner, Vancouver, B.C.
103,848	Russell	Ottawa	1896	Rockland, Ont	79 8	17 0	7 0	76	45	57 sc	W. C. Edwards & Co., Ltd., Rockland, Ont.
97,193	Rustler	Chatham, N.B	1891	Newcastle, N.B	97 4	20 6	4 6	102	64	20 pa	John Russell, M.O., Newcastle, N.B.
116,451	Rustler	Vancouver	1903	Vancouver, B.C	32 0	8 4	4 2	13	9	1 sc	The British Columbia Tie & Timber Co., Ltd., Vancouver, B.C.
103,649	Ruth	Kingston	1899	Kingston, Ont	59 5	13 7	7 0	36	18	60 sc	Wm. Owen, Montebello, Que.
*100,595	Ruth	Quebec	1892	Quebec, Que	40 0	7 3	3 2	9	6	1 sc	Quebec & Lake St. John Railway Co., Quebec, Que.
117,127	S. and Y.	Kingston	1905	Kingston, Ont	49 8	9 3	4 0	11	8	1½ sc	The Upper Ontario Steamboat Co., Ltd., New Liskeard, Ont.
112,177	S. W. Marchment	Toronto			97 0	16 0	5 5	89	60	2 sc	E. Bedford and T. Hough, Toronto, Ont.
100,497	Sadie	Victoria	1892	Victoria, B.C	68 0	14 8	7 4	49	29	13½ sc	George McGregor, M.O., Victoria, B.C.
122,088	Sadie Edna	Charlottetown	1907	Brae, Lot 9, P.E.I	30 5	9 8	4 5	9	5	18 sc	James A. Hierlihy and Augustas Hierlihy, Brae, Lot 9, P.E.I.
122,218	Sagam	Toronto	1906	Toronto, Ont	152 0	29 0	9 7	744	420	68 sc	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
69,524	Saginaw	Sarnia	1873	Port Huron, Mich., U.S.A.	142 0	25 5	10 0	357	243	150 sc	The Great Lakes Towing Co. Ltd., Sarnia, Ont.
112,052	Saida	St. Catharines	1903	Dunnville, Ont	32 9	13 6	5 0	14	10	20 sc	James Crumb, Dunnville, Ont.
85,691	St. Andrew	Chatham, N.B.	1883	Chatham, N.B	92 5	19 3	6 9	77	52	54 sc	J. B. Snowball Co., Ltd., Chatham, N.B.
122,365	St. Ann	Vancouver	1906	Vancouver, B.C	28 6	8 2	3 6	7	5	1 sc	George E. Cates, Vancouver, B.C.
71,636	Saint Anne	Montreal	1875	Montreal, Que	72 0	12 0	5 6	25	18	25 sc	E. A. Hodgson, Hudson, Que.
100,716	St. Anne	"	1889	Sorel, Que	44 1	9 4	3 0	14	10	2 sc	F. X. Crepeau, Sorel, Que.
107,405	St. Antoine	"	1898	St. Antoine, Que	51 4	8 9	3 4	14	10	10 sc	Ferdinand Fecteau, St. Antoine, Que
61,167	Saint Catharine	Quebec	1870	Buffalo, N.Y., U.S.A	37 0	9 0	4 9	12	8	10 sc	F. Mercier, Beauport, Que.
112,074	St. Charles,	Peterborough	1904	Peterborough, Ont	42 0	10 0	3 7	26	18	2 sc	Alfred Macdonald, Peterborough, Ont.

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111,618	St. Charles	Quebec	1901	Quebec, Que	46 8	11 0	5 6	23	16	5 sc	Mrs. Jos. Vallière, Quebec, Que.
107,246	St. Clair	Vancouver	1898	New Westminster, B.C.	78 0	17 0	7 0	68	46	17 sc	G. H. French and C. E. Robertson, Vancouver, B. C.
75,637	St. Clair Flat	St Catharines	1867	Algonac, Mich., U.S.A.	41 0	13 0	3 9	17	11	20 sc	David Foster, Port Burwell, Ont.
80,731	St. Croix	Quebec	1880	St. Nicholas, Que.	125 1	26 0	8 6	506	318	30 pa	F. Boisvert, Ste. Croix, Que.
122,252	St. Etienne	Quebec	1906	Grande Baie, Que	57 6	15 2	5 6	33	23	16 sc	Murray Bay Lumber & Pulp Co., Ltd., St. Etienne de la Malbie, Que.
103,937	St. George	Chatham, N.B	1897	Chatham, N.B	114 6	25 1	12 3	278	175	44 pa	J. B. Snowball Co., Ltd., Chatham, N. B.
90,538	St. George	Montreal	1886	Sorel, Que	61 5	12 3	6 0	21	14	23 sc	Frank Simpson, Toronto, Ont.
100,600	St. George	"	1892	Montreal, Que	77 1	15 5	7 6	68	29	9 sc	Dickson Anderson, Montreal, Que.
107,790	St. George	Ottawa	1893	Simcoe, Ont	37 0	15 7	3 6	17	9	20 pa	Geo. H. Perley, Ottawa, Ont.
88,317	St. George	Quebec	1885	Quebec, Que	37 0	10 0	4 0	13	9	40 sc	Wilbrod Jalbert, Quebec, Que.
122,359	St. George	Toronto	1903	Toronto, Ont	35 0	7 0	3 0	5	3	1½ sc	Robert Maw, Toronto, Ont.
116,784	St. George	Vancouver	1904	Vancouver, B.C	131 2	28 5	12 5	544	370	32 sc	North Vancouver Ferry & Power Co., Ltd., Vancouver, B.C.
112,039	St. Henri	Quebec	1900	St. Henri, Que.	84 6	19 9	7 2	101	68	7 sc	Alex. Morin, St. Henri de Taillon, Que., and Chas. Potvin, St. Gédéon, Que., J.O.

†122,406	St. Irénée	Montreal	1867 1905	Sorel, Que	268 2	58 0	11 1	2,094	1,160	104 pa.	Richelieu & Ontario Navigation Co., Montreal, Que.
103,290	St. Isidore	Chatham, N.B.	1895	Chatham, N.B.	96 2	23 1	5 5	112	89	31 pa.	The Prescott Lumber Co., Ltd., New Mills, N. B.
122,261	St. Jacques	Montreal	1906	Grandes Piles, Que.	80 2	19 2	3 1	57	33	4¼ pa.	Theophile Lemyre, Grandes Piles, Que., and Jos. A Carignan, Grand Mere, Que., J.O.
112,007	St. Joe	Port Arthur	1902	Port Arthur, Ont.	70 0	24 5	7 0	118	80	10 sc.	Jos. Servais, Port Arthur, Ont.
122,434	St. Joe	Sault Ste. Marie	1907	Marksville, Ont.	56 5	14 4	8 0	39	27	4 sc.	Mrs. Rebecca B. McCaul, Sault Ste. Marie, Ont.
64,580	St. John	St. John, N.B.	1871	Portland, N.B.	55 7	15 6	8 1	47	32	26 sc.	W. B. Dever, Sherbrooke, N.S.
107,215	St. Joseph	Winnipeg	1893	Fort Chipewyan, N.W.T.	59 0	9 5	4 0	27	16	2 pa.	Rt. Rev. Emile Grouard, Fort Chipewyan, N.W.T.
88,572	St. Julian	Kingston	1884	Kingston, Ont.	48 0	8 6	4 0	20	14	8 sc.	J. H. Davis, Gananoque, Ont.
103,942	St. Kilda	Chatham, N.B	1898	Chatham, N.B.	65 2	18 0	4 0	56	35	16 pa.	J.B. Snowball Co., Ltd., Chatham, N.B.
80,735	St. Laurent	Montreal	1880 1900	St. Nicholas, Que. Montreal "	126 0	24 7	7 8	546	313	43 pa.	Jos. A. Lamarre, Montreal, Que.
88,326	St. Lawrence	Chatham, N.B	1886	Quebec, Que	68 0	15 2	6 7	51	11	50 sc.	T. M. Burns, Bathurst, N.B.
71,716	St. Lawrence	Halifax	1875	Renfrew G.B.	169 1	30 0	13 3	467	290	60 sc.	Minister of Public Works, Ottawa, Ont.
80,942	St. Louis	Chatham, N.B	1879	Chatham, N.B.	40 0	8 2	3 2	5	3	15 sc.	K. F. Burns, Bathurst, N.B.
71,622	St. Louis	Montreal	1875 1907	Buffalo, N.Y., U.S.A. Montreal, Que.	69 4	15 8	7 2	56	35	24 sc.	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
112,260	St. Louis	Montreal	1900	Kingston, Ont.	60 0	14 0	4 0	29	20	22 sc.	St. Lawrence Yacht Co., Ltd., Dorval, Que.
111,628	St. Louis	Quebec	1901	Grandes Piles, Que.	43 4	11 2	4 5	17	11	2 sc.	Octave Neault, Grandes Piles, Que
80,739	St. Louis	"	1880	St. Louis, Lotbiniére, Que.	127 2	25 0	7 4	428	269	36 pa.	Pierre McLean, La Prairie, Que.
112,042	St. Louis de Metabetchouan	"	1902	Metabetchouan, Que.	51 8	12 0	4 5	30	20	2 sc.	Wm. Price, Quebec, Que.
111,485	St. Maurice	"	1900	St. Jacques des Piles, Que.	67 0	16 0	4 7	45	30	3 sc.	Joseph Coté, St. Jacques des Piles, Que.
100,730	St. Michael	Montreal	1893	Nicolet, Que.	47 6	12 4	3 6	16	10	6 pa.	M. O. Shaughnessy, Nicolet, Que.
92,411	St. Nicholas	Chatham, N.B.	1888	Chatham, N.B.	75 2	16 6	7 7	62	42	30 sc.	J. B. Snowball Co., Ltd., Chatham, N.B.
71,641	St. Paul	Montreal	1875	Montreal, Que.	65 5	15 0	8 0	45	28	40 sc.	The Minister of Public Works, Ottawa, Ont.
71,623	St. Peter	"	1875 1903	Buffalo, N.Y., U.S.A. Montreal, Que.	65 6	16 1	8 6	66	41	13½ sc.	Harbour Commissioners, Montreal, Que.
92,342	St. Roch	Quebec	1887	Quebec, Que.	41 2	9 6	4 6	18	8	15 sc.	Gaspard Deserres, Montreal, Que.

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100,629	St. Williams	Port Dover	1908	St. Williams, Que.	26 0	9 8	3 0	11	8	2 sc	Charles C. Bates, St. Williams, Ont.
100,862	Ste. Anne	Quebec	1893	Ste. Anne de Chicoutimi, Que.	48 0	11 6	4 0	18	11	12 pa	E. Gagnon, Ste. Anne de Chicoutimi, Que.
121,924	Ste. Anne	"	1905	Ste. Anne, Que.	77 0	22 2	5 4	100	63	9 pa	Onésime Tremblay, M.O., Ste. Anne, Que.
111,665	Salaberry	Belleville	1902	Valleyfield, Que	99 5	21 6	5 4	222	142	13½ sc	Lehigh Portland Cement Co., Ltd., Belleville, Ont.
122,196	Salmon King	New Westminster	1904	New Westminster, B. C.	28 8	8 6	3 2	7	4	10½ sc	Martin Monk, M. O., Westminster, B. C.
90,821	Salvor	Halifax	1887	Port Medway, N.S.	53 0	21 0	6 5	45	35	25 sc	F. W. Mosher, Halifax, N.S.
116,395	Salvor	Sarnia	1898	Bay City, Mich., U.S.A.	105 8	21 0	12 0	126	72	56 sc	The Reid Wrecking Co., Ltd., Sarnia. Ont.
*62,279	Salvor	Victoria	1869	Govan, G.B	215 6	27 7	20 7	887	561	100 sc	The British Columbia Salvage Co., Ltd., Victoria, B.C.
116,259	Sampson	Toronto	1903	Fesserton, Ont.	36 0	10 0	3 4	12	8	2 pa	W. W. Carter, Fesserton, Ont.
122,312	Samson	Lunenburg	1907	Shelburne, N.S.	83 0	20 5	8 6	111	50	33 sc	The La Have Steamship Co., Ltd., West La Have, N.S.
100,423	Samson	Ottawa	1893	Simcoe, Ont	41 0	16 0	3 6	15	7	20 pa	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
....	Samson	Montreal	1862	Montreal, Que.	101 3	22 4	6 6	121	27	....	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
77,914	Samson	Port Hope	1876	Lindsay, Ont.	98 0	22 0	4 4	129	82	40 pa	Franklin Crandell, Lindsay, Ont.
111,629	Samson	Quebec	1901	Grandes Piles, Que.	85 2	20 1	5 8	119	81	7 sc	Wm. Ritchie, Three Rivers, Que.

* Formerly "Danube."

116,925	Samson	Victoria	1905	Victoria, B.C.	115 5	30 2	5 3	425	248	13 pa.	Wm. Turpel, Victoria, B.C.
†94,623	Sand King	Ottawa	1888	Ottawa, Ont.	108 0	23 8	7 2	158	88	40 sc.	H. F. Cumming, Cornwall, Ont.
103,888	Sandford	"	1897	Goderich, Ont	72 4	16 5	7 5	56	38	60 sc.	Jas. Hunter, *et al.*, J.O., Wiarton, Ont.
107,451	Sandon	Vancouver	1898	Roseberry, B.C.	76 0	16 9	6 2	97	66	19½ sc.	Canadian Pacific Railway Co., Montreal, Que.
111,857	Santa Cruz	Owen Sound	1903	Wikwemikong, Ont.	53 0	13 0	5 6	106	97	16 sc.	Julius Paquin, Wikwemikong, Ont.
103,218	Sarah Agnes	Ottawa		Carleton Place, Ont.	25 4	6 3	7 2	2	2	5 sc.	Isaac Hunter, Hunter's Point, Que.
77,627	Sarah Daly	Kingston	1869	Buffalo, N.Y., U.S.A.	49 6	13 3	5 6	25	17	55 sc.	John Jesmer, sr., Cornwall, Ont.
71,141	Sarah E. Day	Goderich	1872	Buffalo, N.Y., U.S.A.	35 0	6 8	3 3	5	4	3 sc.	W. M. Tyson, Wiarton, Ont.
90,575	Sarama	Toronto	1886	Racine, Wis., U.S.A.	25 6	5 5	1 8	2	1	3 sc.	Henry S. Osler, Toronto, Ont.
96,734	Sarcelle	Chatham, N.B.	1890	Douglastown, N.B.	51 0	11 4	5 4	22	15	10 sc.	E. Hutchison, Douglastown, N.B.
96,853	Sarnia	Sarnia	1901	Sarnia, Ont.	66 8	21 0	11 0	85	58	27 sc.	Ellen Reid, Sarnia, Ont.
116,254	Sarona	Toronto	1902	Toronto, Ont	71 5	10 5	7 5	32	22	4 sc.	Huntsville & Bracebridge Tanning Co. Ltd., Huntsville, Ont.
*80,776	Saronic	Sarnia	1882	Sarnia, Ont.	252 8	36 0	15 0	1,961	1,296	100 sc.	Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
122,061	Sarto	Montreal	1905	Lachine, Que	56 5	8 6	8 1	18	11	6 sc.	Charles Desjardins, Montreal, Que.
112,300	Saskatchewan	Winnipeg	1904	Prince Albert, Sask.	94 0	22 0	4 3	225	153	5 pa.	The Hudson's Bay Co., London, Eng.
88,380	Saturna	Vancouver	1885	Victoria, B.C.	48 0	12 0	5 6	22	15	3 sc.	The Imperial Timber & Trading Co., Ltd., Vancouver, B.C.
92,305	Saucy Jim	Collingwood	1887	Meaford, Ont.	84 0	16 6	8 0	93	63	16 sc.	Mrs. R. S. Fisher, *et al.*, Collingwood, Ont.
121,920	Savage	Kenora	1907	Kenora, Ont.	45 0	12 0	5 0	25	17	3⅓ sc.	Joseph Boucha and Joseph Gregory, J.O., Kenora, Ont.
112,206	Sayona	Hamilton	1900	Port Jefferson, N. Y., U.S.A.	62 8	17 0	6 0	33	30	6 sc.	Charles Tooker Grantham, Hamilton, Ont.
126,108	Schwalbe	Lunenburg	1908	Mahone Bay, N.S.	44 8	12 0	7 0	17	17	5 sc.	Mrs. Beatrice A. Wentzell, Halifax, N.S.
83,376	Scintilla	Toronto	1884	Pickering, Ont.,	27 0	7 8	2 7	4	3	1 sc.	W. W. Sparks, Township of Pickering, Ont.
112,231	Scionda	St. John, N.B	1887	Athens, N.Y., U.S.A.	92 9	17 6	8 9	78	53	19 sc.	Robert Thomson, St. John, N.B.
107,463	Scotch Lassie	Lindsay	1894	Lindsay, Ont.	25 3	5 0	2 0	2	1	2 sc.	Jas. C. Appleby, Lindsay, Ont.
96,818	Scotch Thistle	Sault Ste. Marie	1893	Little Current, Ont.	48 6	10 3	4 6	17	10	2 sc.	C. Anderson, Little Current, Ont.
116,998	Scotchman	Ottawa	1904	Carleton Place, Ont.	50 0	11 2	5 6	21	14	1 sc.	Daniel Lang, Elgin, Ont., and Malcolm Lang, New Liskeard, Ont.

† Formerly "Harry Bate." * Formerly "United Empire."

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built. — Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H.P. of Engines and Mode of Propulsion. Puissance des machines en c.v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
122,423	Scotia	Halifax	1907	Mahone Bay, N.S.	138 8	26 8	9 6	376	268	52 sc	Halifax & Canso Steamship Co., Ltd., Halifax, N.S.
111,865	Scotia	Ottawa	1901	Walker-on-Tyne, G.B.	254 0	46 2	16 5	1,461	324	285 sc	Minister of Railways and Canal Ottawa, Ont.
71,073	Scotia	Port Stanley	1875	England	44 5	10 0	4 9	13	9	2 sc	Nathan S. Cornell, Port Stanley, Ont.
107,829	Scotia	Victoria	1899	Atlin Lake, B.C	80 0	19 0	3 5	214	135	pa	British Yukon Navigation Co., Ltd., Vancouver, B.C.
116,114	Scotsman	Halifax	1903	Hull, G.B	98 0	19 0	9 5	141	12	60 sc	The Scotsman Company, Ltd., Halifax, N.S.
116,331	Scotsman	Ottawa	1903	Ottawa, Ont	108 0	23 6	7 0	265	114	16 sc	Ottawa Forwarding Co., Ltd., Ottawa, Ont.
†112,396	Scout	"	1900	Cardinal, Ont	103 6	25 6	9 2	176	70	12 sc	Minister of Marine and Fisheries, Ottawa, Ont.
107,755	Scout	Pictou, N.S.	1900	Murray Harbour, P.E.I.	35 0	9 8	5 0	9	4	1 sc	Charles Sproull, Pictou Landing, N.S.
126,080	Scowlitz	Vancouver	1908	Harrison River, B.C.	92 0	22 8	4 9	178	112	17 pa	The Rat Portage Lumber Co., Ltd., Winnipeg, Man.
112,082	Scud	Kenora	1903	Kenora, Ont	53 0	12 0	4 5	33	22	3 sc	Hugh Armstrong, Portage la Prairie, Man.
116,544	Scudder	Kingston	1903	Kingston, Ont	37 0	6 9	3 1	5	3	3 sc	John Rogers, Port Sandfield, Ont.
116,685	Sea Adder	Richibucto	1908	Richibucto, N.B	32 8	10 0	5 6	11	10	1 sc	James Legoof, Richibucto, N.B.
103,207	Sea Bird	Halifax	1896	Liverpool, N.S	67 5	16 6	6 8	41	28	13½ sc	The H. E. Baker Co., Ltd., Halifax, N.S.
121,739	Sea Foam	Vancouver	1906	Vancouver, B.C	41 6	10 5	5 2	17	12	6 sc	William Simpson, Vancouver, B.C.

† Formerly "Alaska."

85,516	Sea Flower	Toronto	1883	Toronto, Ont.	35 2	9 0	4 0	7	5	6 sc	John McL. Stevenson, Barrie, Ont.
100,941	Sea Gull	Collingwood	1893	Port Severn, Ont.	32 0	8 9	4 0	9	6	1½ sc	D. Moreau, Port Severn, Ont.
100,924	Sea Gull	Ottawa	1888	Ottawa, Ont.	27 9	7 4	4 0	3	2	5 sc	T. Eli Boult, Hull, Que.
116,913	Sea Gull	Kenora	1900	Detroit, Mich., U.S.A.	23 5	6 0	2 5	2	2	1 sc	Jacob Hose, Kenora, Ont.
126,042	Sea Gull	Port Arthur	1907	Heron Bay, Ont	42 0	13 0	6 0	15	10	3¾ sc	Frank Dampier, Port Caldwell, Ont.
51,682	Sea Gull	Sarnia	1862	Marine City, Michigan, U.S.A.	51 2	14 0	5 2	51	35	14 sc	Henry Bell, Sault Ste. Marie, Ont.
121,848	Sea Gull	Toronto	1906	Callender, Ont.	82 6	18 7	6 4	150	73	29 sc	Temagami Lumber Co., Ltd., Orillia, Ont.
107,458	Sea Gull	Vancouver	1898	Vancouver, B.C.	25 5	7 4	2 5	3	2	2 sc	Zachariah Simpson, Vancouver, B.C.
96,874	Sea King	Goderich	1892	Goderich, Ont.	58 0	13 6	5 2	26	17	20 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
66,960	Sea King	St. John, N.B	1862	East Haddam, U.S.A.	88 0	20 4	8 5	129	87	23 sc	D. L. Tapley, St. John, N.B.
105,158	Sea Lion	Vancouver	1895	Vancouver, B.C.	26 2	7 8	3 9	6	4	2 sc	C. L. Shaw, *et al.*, Vancouver, B.C.
117,116	Sea Lion	"	1905	"	114 0	22 0	19 5	218	148	52 sc	G. H. French and C. E. Robertson, Vancouver, B.C.
106,230	Sea Mew	Halifax	1886	Halifax, N.S.	29 6	6 6	2 8	3	2	2 sc	David McPherson, Halifax, N.S.
122,526	Sea Otter	Vancouver	1907	Lund, B.C.	33 7	9 5	4 4	13	9	5 sc	David Stevenson, Valdez Island, B.C.
96,875	Sea Queen	Goderich	1892	Goderich, Ont.	52 0	12 1	4 6	18	12	20 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
126,075	Sea Wolf	Vancouver	1908	Vancouver, B.C.	45 0	12 0	4 9	29	20	6 sc	Wilson Logging & Timber Co., Ltd., Vancouver, B.C.
112,263	Seaborn	Montreal	1898	Palm Beach, Fla., U.S.A.	75 0	10 0	5 0	30	26	3 sc	E. S. Clouston, Montreal, Que.
122,425	Seacrest	Halifax	1908	Tancock, N.S.	49 5	12 7	5 6	18	12	6 sc	John W. Smith, M. O., Halifax, N.S.
96,872	Seagull	Goderich	1890	Goderich, Ont	54 0	12 1	4 6	19	13	23 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
‡ 122,338	Sechelt	Vancouver	1893	Pontiac, Wash., U.S.A.	73 0	15 2	7 4	105	71	16 sc	Sechelt Steamship Co., Ltd., Vancouver, B.C.
100,404	Secret	Hamilton			55 0	8 3	3 6	9	6	10 sc	Albert Stern, Yonkers, N.Y., U.S.A.
94,763	Seguin	Owen Sound	1890	Owen Sound, Ont.	207 0	34 2	13 0	1,141	771	106 sc	J. B. Miller, *et al.*, Toronto, Ont.
103,299	Selkirk	New Westminster	1895	Kamloops, B.C.	62 0	11 2	3 6	58	37	2 pa	H. E. Forster, Kamloops, B.C.
107,095	Selkirk	Victoria	1898	Victoria, B.C.	95 6	24 0	0	142	86	12 sc	Wm. Grant, *et al.*, Victoria, B.C.

† Formerly "Alma." ‡ Formerly "Hatty Hansen."

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107,835	Selkirk	Victoria	1901	White Horse, Yukon Territory.	167 0	34 0	4 5	777	490	17 pa.	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
113,495	Sellasia	St. John, N.B.	1901	Port Glasgow, G.B.	340 7	47 6	23 5	3,474	2,263	303 sc.	Steamship Sellasia Co., Ltd., Rothesay, N.B.
126,086	Semiahmo	Vancouver	1907	Vancouver, B.C.	33 5	10 6	4 5	16	11	1 sc.	Robert T. Burtwell, Vancouver, B.C.
121,666	Sémillante	Quebec	1905	Quebec, Que.	40 0	8 3	4 0	9	8	20 sc.	Stanislas Gaudreau, Quebec, Que.
80,902	Senator	Vancouver	1880	Burrard Inlet, B.C.	51 5	12 0	4 5	28	21	10 sc.	Wm. E. Cates, *et al.*, Vancouver, B.C.
116,438	Sendai	New Westminster	1903	Vancouver, B.C.	37 0	9 8	4 3	14	10	5 sc.	John S. Hutton M.O., New Westminster, B.C.
112,239	Senlac	St. John, N.B.	1904	St. John, N.B.	182 4	33 0	16 1	1,011	615	66 sc.	Steamship "Senlac" Co., Ltd., St. John, N.B.
73,017	Sensation	Quebec	1873	Buffalo, N.Y., U.S.A.	37 3	10 2	4 4	15	4	10 sc.	The Minister of Public Works, Ottawa, Ont.
103,720	Serena E.	St. John, N.B.	1899	Liverpool, N.S.	54 0	14 0	5 8	25	17	8 sc.	H. W. Schofield, St. John, N.B.
116,545	Shamrock	Kingston	1903	Kingston, Ont.	31 8	7 1	3 0	4	3	4 sc.	Robert Johnston, Port Sandfield, Ont.
107,497	Shamrock	Quebec	1898	Quebec, Que.	117 3	25 0	9 7	237	161	61 sc.	Minister of Marine and Fisheries, Ottawa, Ont.
† 90,563	Shamrock	Toronto	1885	Oakville, Ont.	103 2	21 0	35 4	154	101	50 pa.	The Toronto Ferry Co., Ltd., Toronto, Ont.
121,846	Shamrock	"	1903	Kingston, Ont.	34 0	7 4	3 0	6	4	1 sc.	Robert H. Johnston, Port Carling, Ont.
* 90,807	Shamrock	Vancouver	1887	Vancouver, B.C.	76 0	19 0	7 0	90	61	8½ sc.	James S. Emerson, Vancouver, B.C.

† Formerly "Sadie." * Formerly "Mamie."

122,532	Shamrock	Vancouver	1907	Vancouver, B.C.	35 7	10 0	4 0	16	11	1 sc.	John W. Weart, Vancouver, B.C.
116,416	Shamrock	Victoria	1904	Victoria, B.C.	52 0	10 0	4 5	24	14	2 sc.	Michael Hare, Victoria, B.C.
92,704	Shamrock	Winnipeg	1890	Big Forks, Rainy River, Ont.	71 5	15 5	4 7	80	55	3 sc.	Clifford Lewis, Keewatin, Ont.
122,353	Shamrock II	Kingston	1907	Kingston, Ont	45 4	9 2	3 9	10	6	4 sc.	Robert Johnson, Port Carling, Ont.
107,081	Shanly	Ottawa	1890	Ottawa, Ont.	60 6	15 3	6 7	40	19	25 sc.	The Minister of Railways and Canals, Ottawa, Ont.
83,199	Shannon	Pictou, N.S.	1886	Pictou, N.S.	76 9	17 5	8 0	75	51	29 sc.	H. G. Bauld and W. A. Black, J. O., *et al.*, Halifax, N.S.
116,767	Sharon	Toronto	1903	Walker's Point, Ont.	46 0	10 0	3 5	14	9	1 sc.	Harper Walker, Jr., Walker's Point, Muskoka, Ont.
83,389	Shawanaga	"	1882	Penetanguishene, Ont.	80 0	17 0	8 5	96	65	75 sc.	Alexander G. McKay, Owen Sound, Ont.
122,156	Shawatlans	Vancouver	1906	Vancouver, B.C.	35 7	9 0	3 9	12	8	3 sc.	Grand Trunk Pacific Railway Co., Montreal, Que.
116,225	Shirley	Quebec	1903	Bic, Que.	54 6	15 0	5 9	37	25	11 sc.	James Richardson Co., Ltd., Matane, Que.
90,777	Shoo Fly	Windsor, Ont.	1870	Cleveland, O., U.S.A.	44 1	12 1	5 7	25	17	20 sc.	Stephen T. Reeves, Windsor, Ont.
103,640	Shoofly	Ottawa	1893	Sundridge, Ont.	35 0	9 0	3 0	10	8	8 sc.	J. A. Stillar, Callender, Ont.
92,391	Siesta	Deseronto	1888 1906	Kingston, Ont. Lion's Head, Ont.	51 0	8 1	3 8	9	7	1 sc.	Lesley Martindale, Lion's Head, Ont.
107,068	Siesta	Sault Ste. Marie	1882	Bristol, R.I., U.S.A.	98 6	17 0	9 0	99	67	14 sc.	Frederick N. Waldie, Toronto, Ont.
92,737	Siesta	Toronto	1888	Toronto, Ont.	31 4	7 2	3 3	3	2	6 sc.	Henry Whitehead, Gravenhurst, Ont.
122,072	Siesta	"	1905	Waubaushene, Ont.	31 0	7 4	3 4	5	3	1 sc.	John Cumberledge Cantley, Minnicoganashene, Ont.
100,767	Silver Wing	"	1890	Toronto, Ont.	26 6	5 6	3 0	3	2	4 sc.	H. F. Hodson, Toronto, Ont.
112,144	Simla	Kingston	1903	Garden Island, Ont.	225 6	34 8	15 0	1,490	973	400 sc.	The Calvin Co., Ltd., Garden Island, Ont.
100,725	Sincennes	Montreal	1893	Montreal, Que.	142 2	24 4	8 4	228	129	34 pa.	Sincennes McNaughton Line, Ltd., Montreal, Que.
103,233	Sir Donald	"	1867	Glasgow, G.B.	76 9	13 5	7 8	51	33	8 sc.	W. T. Grenfell, M.D., London, G.B.
96,892	Sir Hector	Ottawa	1891	Ottawa, Ont.	71 0	15 5	6 3	40	10	17 sc.	Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,287	Siskiwitt	Owen Sound	1879	Buffalo, N.Y., U.S.A.	68 0	14 7	7 6	47	34	6 sc.	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
122,530	Skate	Vancouver	1907	Ballard, Wash., U.S.A.	33 0	11 0	3 6	13	9	2 sc.	William Robinson, Vancouver, B.C.
126,212	Skeena	Vancouver	1908	Vancouver, B.C.	121 2	26 8	5 6	515	310	8 pa.	John W. Stewart, Vancouver, B.C.
122,523	Skookum I	"	1904	Vancouver, B.C.	68 0	26 1	6 2	129	88	2 sc.	Vancouver Dredging & Salvage Co., Ltd., Vancouver, B.C.

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116,542	Skye Pilot	Kingston	1902	Kingston, Ont	36 8	7 9	3 4	5	3	3 sc	Jas. R. Moodie, Hamilton, Ont.
103,814	Skylark	Brockville	1874	Brooklyn, N.Y., U.S.A.	105 0	16 2	4 6	43	27	18 sc	Mrs. Emily E. Clow, Kingston, Ont.
116,774	Slani	Vancouver		Victoria, B.C.	43 0	12 2	4 8	17	11	1 sc	R. H. Alexander, Vancouver, B.C.
121,680	Slocan	"	1905	Roseberry, B.C.	157 7	27 5	6 7	605	338	17 pa	The Canadian Pacific Railway Co., Montreal, Que.
121,839	Smith Brothers	St. John, N.B.	1907	Central Blissville, N.B.	36 8	9 4	3 5	13	9	6 sc	Oromocto Lumber Co., Ltd., Central Blissville, N.B.
116,410	Smuggler	Victoria	1903	Nakusp, B.C	48 0	9 1	5 0	16	10	4 sc	Yale Columbia Lumber Co., Ltd., Nakusp, B.C.
94,713	Snowstorm	Port Stanley	1891	Port Stanley, Ont.	53 0	11 0	4 6	17	10	4 sc	Jos. Goodwin, Toronto, Ont.
116,425	Sockeye	Vancouver	1900	Vancouver, B.C	29 5	8 0	2 6	3	2	1 pa	Anton Klavanes, Vancouver, B.C.
122,565	Solid Comfort	Peterborough	1908	Peterborough, Ont	44 0	11 0	4 2	16	11	1 sc	Peterborough Canoe Co., Ltd., Peterborough, Ont.
107,743	Soncie	Kingston	1900	Kingston, Ont	46 0	10 0	3 8	14	9	5 sc	J. B. Tudhope, Orillia, Ont.
117,111	Sonoma	Vancouver	1905	Vancouver, B.C.	46 5	11 0	4 6	19	13	3 sc	A. H. Huntley and G. W. Brewster, Ladners, B.C.
117,085	Soo City	Collingwood	1889	Benton, Mich., U.S.A.	135 0	25 0	9 0	500	296	34 sc	Herbert Cleland, Collingwood, Ont.
126,327	Sooner	Vancouver	1908	Vancouver, B.C.	33 7	6 8	5 3	10	7	1 sc	Cyril J. and George Everitt, Vancouver, B.C.
....	Sorel	Montreal	1871	Sorel, Que	108 9	18 2	4 1	158	90	— pa	Alfred Gouin and F. J. Ritchie, J.O., Three Rivers.

‖ Formerly "Mabel Bradshaw."

85,778	Sorel Boy	Montreal	1882	Sorel, Que	47 0	11 0	4 8	11	8	10 sc	P. Fitzgerald, Quebec, Que.
111,781	Soren	Victoria	1902	Galiano Is., B.C	22 0	5 3	2 5	2	2	1 sc	J. Cathcart, Chemainus, B.C., and R. M. Colvin, Cowichan, B.C.
88,314	South	Quebec	1885	Lévis, Que	130 3	25 2	9 5	349	220	30 pa	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
* 85,530	Southwood	Toronto	1884	Barrie, Ont	67 5	8 7	4 1	19	13	2 sc	D. W. Alexander, Toronto, Ont.
107,499	Souvenir	Quebec	1897	Quebec, Que	17 5	4 6	2 2	1	1	2 sc	E. Ruel, Quebec, Que.
112,075	Sovereign	Peterborough	1904	Peterborough, Ont	66 3	13 9	5 2	45	37	8 sc	Charles J. Snyder, M.O., Peterborough, Ont.
107,611	Spanish Ranger	Ottawa	1893	Biscotasing, Ont	36 0	16 0	3 4	13	7	20 pa	R. Booth and P. Shannon, Pembroke, Ont.
90,561	Sparrow	Toronto	1882	Dechesne Creek, Ont	56 4	13 9	5 6	38	16	8 sc	John B. Smith, *et al.*, Toronto, Ont.
92,726	Spartan	"	1887	Toronto, Ont	28 0	6 6	3 0	2	2	1 sc	Edwyn B. Andros, Barrie, Ont.
122,170	Spartan	Vancouver			30 0	9 0	2 4	8	6	1 sc	A. G. R. A. Seymour, Vancouver, B.C.
† 103,241	Speed	Montreal	1894	Montreal, Que	52 1	8 7	4 5	16	11	3 sc	M. S. Foley, Montreal, Que.
122,628	Splash	Chatham, N.B	1908	Chatham, N.B	31 0	10 0	2 0	18	12	1 pa	Peter England, Chatham, N.B.
103,666	Sport	Winnipeg	1897	Kenora, Ont	36 0	8 0	4 0	16	12	1 sc	A. Robertson, *et al.*, Kenora, Ont.
90,770	Spray	Goderich	1888	Kincardine, Ont	42 1	12 4	4 0	15	10	25 sc	John McRae, Meaford, Ont.
100,727	Spray	Montreal	1893	Montreal, Que	100 1	17 0	10 4	107	60	30 sc	Sincennes McNaughton Line, Ltd., Montreal, Que.
71,199	Spray	Ottawa	1874	Brockville, Ont	45 0	9 7	3 5	42	28	15 sc	D. B. McDonell, Cambridge, Ont.
103,145	Spray	Quebec	1892	Quebec, Que	49 2	12 2	4 2	24	9	36 sc	J. S. Thom, Quebec, Que.
100,676	Spray	Vancouver	1893	Vancouver, B.C.	39 4	8 5	4 3	7	5	5 sc	George Rudge, Port Simpson, B.C.
122,383	Spray	Victoria	1907	"	81 0	19 0	10 0	118	62	22½ sc	George McGregor, M.O., Victoria, B.C.
92,646	Spray	Wallaceburg	1888	Wilkesport, Ont	74 0	18 0	6 2	47	32	2 sc	James Mahafferty, Port Albert, Ont.
121,775	Spray	Winnipeg	1906	Selkirk, Man	44 0	13 5	4 0	18	12	2 sc	Tom Bacon Priest, Selkirk, Man.
103,011	Springhill	Parrsboro'	1893	St. John, N.B	101 7	23 7	10 1	189	96	61 sc	Cumberland Railway & Coal Co., Montreal, Que.
117,122	Spry	Kingston	1877	New York State, U.S.A.	48 8	7 9	3 3	13	9	1 sc	J. H. Davis, Kingston, Ont.
116,459	Sqnid	Vancouver	1903	Vancouver, B.C.	72 0	16 4	5 7	60	41	11 sc	William Robinson, *et al.*, Vancouver, B.C.
80,948	Squirrel	Chatham, N.B	1882	Eel River, N.B.	33 2	9 4	4 3	13	9	9 sc	Thos. Reid, M.O., Eel River, N.B.

* Formerly "Ella Alice." † Formerly "Jeanne."

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100,677	Staffa	Vancouver	1893	Vancouver, B.C.	81 5	15 3	6 0	51	35	6 sc	A. S. Reid, *et al.*, Vancouver, B.C.
116,987	Standard	Kenora	1905	Kenora, Ont.	44 0	10 0	4 5	16	11	1 sc	R. E. Doucett and W. A. Webster, J.O., Kenora, Ont.
111,931	Stanley	Lindsay	1901	Lindsay, Ont.	36 6	6 5	2 5	7	5	6 pa	John A. Ellis, Fenelon Falls, Ont.
94,630	Stanley	Ottawa	1888	Govan, G.B.	207 8	32 0	17 9	914	395	300 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
112,046	Stanley	St. Catharines	1902	Racine, Wis., U.S.A.	16 2	5 2	3 8	2	1	2½ sc	John H. Stanley, Port Colborne, Ont.
100,042	Star	Brockville	1892	Morris Heights, N.Y., U.S.A.	18 1	5 2	2 2	1	1	2 sc	George Reid, Portage du Fort, Que.
100,699	Star	Pictou, N.S.	1895	Trenton, N.S.	34 4	7 6	4 4	6	4	18 sc	A. McCann, Wallace, N.S.
97,106	Star	Port Burwell	1901	Erie, Pa., U.S.A.	37 2	11 0	4 5	13	9	2 sc	Geo. A. Brown, Port Burwell, Ont.
107,141	Star	Vancouver	1897	Everett, Wash., U.S.A.	51 5	13 0	2 4	14	9	2 sc	R. H. Sparling, Vancouver, B.C.
80,759	Star of the Sea	Quebec	1878	Quebec, Que.	31 9	9 7	3 8	8	5	12 sc	Jos. Fluet, Montreal, Que.
107,622	Starling	Vancouver	1899	Port Guichon, B.C.	30 0	9 0	3 0	8	5	2 sc	James DesBrisay, Vancouver, B.C.
94,989	Startled Fawn	Toronto	1890	Toronto, Ont	60 0	9 1	6 2	25	17	3 sc	Mrs. Eva Preston, Toronto, Ont., and Phœbe L. Thompson, Belleville, Ont.
97,116	Stella	Collingwood	1892	Collingwood, Ont.	44 0	10 0	5 6	16	11	2 sc	Jas. W. Vance, Spanish Station, Ont.
94,883	Stella	Montreal	1888	New York, N.Y., U.S.A.	32 0	7 2	3 8	7	5	8 sc	Maurice Perrault, Montreal, Que.

83,388	Stella	Toronto	1879	Kingston, Ont.	24 0	8 2	3 5	9	6	6 sc.	Archibald Tate and Jas. G. Tate, Penetanguishene, Ont.
116,261	Stella	"			48 0	8 5	3 9	16	11	4 sc.	Henry Fowlds Sharp, Toronto, Ont.
90,804	Stella	Vancouver	1886	New Westminster, B.C.	44 8	8 7	5 0	16	13	2 sc.	Wm. H. Hind, Vancouver, B. C.
* 121,981	Stetson	Victoria	1900	Eagle Harbour, Wash., U.S.A.	53 8	15 5	5 5	36	17	6⅔ sc.	Queen City Trading & Transportation Co., Ltd., Victoria, B.C.
103,685	Stiletto	Toronto	1897	Victoria Harbour, Ont.	36 5	8 5	3 4	14	10	2 sc.	F. S. Grisé, Midland, Ont.
111,881	Stoney Lake	Peterborough	1904	Young's Point, Ont.	86 0	19 0	5 7	156	109	7½ sc.	Patrick P. Young, Young's Point, Ont.
88,683	Storm King	Chatham, N.B.	1885	Portland, N.B.	83 4	20 2	9 2	108	73	41 sc.	His Majesty King Edward VII.
122,165	Storm King	Vancouver	1906	New Westminster, B.C.	82 3	19 0	9 6	99	67	16 sc.	Henry Symcock, New Westminster, B.C., and Albert Blain, Vancouver, B.C.
122,409	Stormount	Montreal	1907	Dumbarton, G.B.	249 1	42 6	20 6	1,955	1,231	202 sc.	Montreal Transportation Co., Ltd., Montreal, Que.
125,979	Stra-gwi-agh	Toronto	1905	Hamilton, Ont.	49 5	8 5	3 0	16	11	5 sc.	Herman H. Lang, Cobalt, Ont.
103,878	Stranger	Kingston	1872 1901	Hammondsport, U.S.A. Cornwall, Ont.	84 3	15 2	4 3	88	60	4 sc.	Mrs. M. N. Hammond, Wolf Island, Ont.
103,304	Stranger	New Westminster	1895	New Westminster, B.C.	46 0	10 6	4 8	21	15	2 sc.	Robert Fenton, New Westminster, B.C.
77,916	Stranger	Port Hope	1880	Lindsay, Ont.	60 0	12 5	3 2	28	17	35 sc.	F. Crandell, Lindsay, Ont.
107,146	Strathcona	Vancouver	1898	Vancouver, B.C.	142 4	30 4	4 0	596	376	17 pa.	W. A. Rannie, *et al.*, Vancouver, B.C.
122,329	Stroller	"	1907	"	23 8	7 1	3 5	6	4	1⅓ sc.	John S. Gall, Vancouver, B.C.
116,976	Success	Chatham, N.B.	1904	Burnt Church, N.B.	61 0	12 6	2 5	21	13	5 pa.	W. Anderson, Burnt Church, N.B.
103,663	Sultana	Winnipeg	1894	Kenora, Ont.	30 0	6 3	3 0	3	3	1 sc.	Sultana Mine of Canada, Ltd., London, Eng.
90,813	Sunbeam	Port Hope	1886	Birdsall, Ont.	29 0	8 7	3 2	13	9	4 sc.	Frederick Burnett, Birdsall, Ont.
85,524	Sunbeam	Toronto	1884	Port Sandfield, Ont.	31 6	7 3	3 2	4	2	4 sc.	John Rodgers, M.O., Medora, Muskoka, Ont.
122,507	Sunbeam	Vancouver	1907	Vancouver, B.C.	41 0	11 3	5 0	23	15	3 sc.	Simon F. MacKenzie, Vancouver, B.C.
122,388	Sunburst	Victoria	1908	Victoria, B.C.	61 0	15 8	7 0	42	19	4 sc.	Yonetari Kobori, Victoria, B.C.
96,992	Sunbury	New Westminster	1891	New Westminster, B.C.	60 0	12 6	4 8	38	26	3 pa.	A. T. Ingram and Peter McLaggan, J.O., Vancouver, B.C.
80,908	Superior	Port Arthur	1881	Owen Sound, Ont.	90 0	18 3	10 0	89	71	31 sc.	Jos. Ganley, Sault Ste. Marie, Ont.
111,991	Superior	Vancouver	1901	Ladners, B.C.	57 0	14 0	7 3	44	30	10 sc.	G. H. French, *et al.*, Vancouver, B.C.

* Formerly "Eagle."

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122,413	Supply No. 3	Midland	1907	Midland, Ont.	29 0	8 0	3 0	11	7	1⅜ sc.	The Playfair Preston Co., Ltd., Midland, Ont.
90,802	Surprise	New Westminster	1885	U.S.A.	31 2	6 9	3 9	14	10	12 sc.	Davis Sayward Sawmill & Land Co., Ltd., Victoria, B.C.
103,307	Surprise	"	1896	New Westminster, B.C.	42 0	9 0	4 0	20	13	2 sc.	David Stevenson and N. Currie, J.O., Vancouver, B.C
111,824	Surprise	Vancouver	1901	Vancouver, B.C	75 7	17 4	6 5	75	51	3 sc.	The Packers Steamship Co., Ltd., Vancouver, B.C.
94,909	Surrey	"	1890	"	100 0	22 0	6 0	263	182	17 pa.	D. C. Irwin and J. G. Scott, Vancouver, B.C.
107,569	Susie	Parrsboro'	1901	Parrsboro', N.S.	57 5	13 5	5 1	27	16	35 sc.	J. G. Elderkin, Port Greville, N.S.
117,037	Susie Kennedy	Sault Ste. Marie	1904	Penetanguishene, Ont.	27 5	7 8	2 8	4	3	½ sc.	Martin Burton, Barrie, Ont.
80,593	Sutton Belle	Toronto	1880	Sutton, Ont.	31 3	8 6	3 0	6	4	6 sc.	Chas. Goodyear, M.O., Sutton, Ont.
92,753	Swallow	Quebec	1882	Quebec, Que.	23 5	9 1	4 3	9	6	20 sc.	Hon. Richard Turner, Quebec, Que.
107,179	Swan	Port Arthur	1899	Port Arthur, Ont.	36 0	8 8	3 0	8	6	1 sc.	Wm. A. Cross, Port Arthur, Ont.
97,102	Swan	Port Burwell	1895	Port Burwell Ont	53 0	12 0	4 6	14	8	8 sc.	H. Swan, M.O., Port Burwell, Ont.
†103,235	Swan	Montreal	1892	St. Laurent, Que.	48 4	7 6	2 8	12	8	3 sc.	W. J. Chapman, Perth, Ont.
116,780	Swan	Vancouver	1904	Vancouver, B.C.	18 0	4 6	2 2	1	1	⅔ sc.	Ernest Easthope, Vancouver, B.C.
122,340	Swan	"	1907	"	46 4	11 8	6 6	30	21	10 sc.	George W. Roberts, M.O., Vancouver, B.C.

† Formerly "Cygne."

100,792	Swan	Victoria	1893	Victoria, B.C.	65 8	13 8	5 4	36	25	8 sc	Robt. Draney, Namu, B.C.
100,807	Swan	Victoria	1894	Nanaimo, B.C.	41 0	8 5	2 9	12	8	3 sc	Minister of Marine and Fisheries, Ottawa, Ont.
122,357	Swastika	Kingston	1907	Kingston, Ont.	43 6	8 4	3 6	9	6	2 sc	John H. Davis, Kingston, Ont.
122,211	Sweepstake	Toronto	1901	Simcoe, Ont	37 0	10 0	4 0	28	18	2 pa	The Ontario Lumber Co., Ltd., Toronto, Ont.
94,685	Sweet Mary	Collingwood	1889	Wanbaushene, Ont.	40 0	9 4	4 8	13	9	4 sc	Charles Martin, Port Severn, Ont.
103,446	Swift	Ottawa	1892	Papineauville, Que.	27 7	7 5	3 6	4	3	4 sc	N. A. Foubert and G. F. Foubert, Cumberland, Ont.
121,675	Swiftsure	Vancouver	1905	Vancouver, B.C.	35 0	8 3	3 5	8	5	2 sc	W. J. Massey, Vancouver, B.C.
85,697	Sybella H	Chatham, N.B.	1884	Chatham, N.B	80 4	20 1	5 6	71	48	40 pa	Miramichi Steam Nav. Co., Chatham, N.B.
100,769	Sylvester	Toronto	1895	Huntsville, Ont.	45 0	11 4	6 0	27	18	7 sc	W. S. Shaw, Bracebridge, Ont.
122,362	T. M	Vancouver	1904	Steveston, B.C.	33 4	11 0	3 2	13	9	$\frac{4}{6}$ sc	Toichido Matsunaga, Steveston, B.C.
97,062	T. A. Stewart	Charlottetown	1892	Charlottetown, P.E.I.	61 8	15 2	5 5	36	25	60 sc	R. S. Farquharson, Charlottetown, P.E.I.
90,528	T. J. Collop	Chatham, Ont.	1894	Mitchell's Bay, Ont.	58 6	17 0	4 6	63	42	— pa	H. McMillan and J. Grimes, J. O., Sault Ste. Marie, Ont.
*112,337	T. J. Jarmin	Collingwood	1889	West Bay City, Mich., U.S.A.	60 0	16 2	8 0	47	32	17 sc	C. S. Boone, Toronto, Ont.
100,416	T. Osborne	Ottawa	1893	Hull, Que	52 8	13 5	5 3	25	18	50 sc	T. Osborne, Hull, Que.
†112,267	Tadousac	Montreal	1879	Wilmington, Del., U.S.A.	248 4	34 7	9 6	1,701	1,052	120 pa	Richelieu & Ontario Navigation Co., Montreal, Que.
112,185	Tadenac	Toronto		Collingwood, Ont.	40 0	9 0	4 5	9	6	1 sc	The Tadenac Club, Ltd., Toronto Ont.
111,449	Ta-Kit-Esy	Ottawa	1899	Kingston, Ont.	43 5	8 0	4 4	5	5	12 sc	W. J. Poupore, Montreal, Que.
121,770	Takara Maru	Vancouver	1905	Osaka, Japan	53 0	12 0	6 0	30	21	12 sc	A. J. Spence and R. Smith, Vancouver, B.C.
122,246	Takwan	St. Andrews	1905	St. Andrews, N.B.	28 6	11 0	5 6	11	9	2 sc	Thomas R. Wheelock, Boston, Mass., U.S.A.
122,339	Talisman	Vancouver	1907	Vancouver, B.C.	30 1	9 5	4 0	9	6	$1\frac{1}{3}$ sc	Robert Haddon, Vancouver, B.C.
110,601	Tanagra	St. John, N.B.	1899	Port Glasgow, G.B.	330 5	48 1	23 5	3,317	2,159	290 sc	Steamship Tanagra Co., Ltd., Rothesay, N.B.
100,072	Tangent	"	1891	Hampton, N.B.	55 3	16 1	3 9	36	24	8 sc	The G. & G. Flewelling M'f'g. Co., Ltd., Hampton, N.B.
124,355	Tartar	Vancouver	1906	Bowling, G.B.	90 2	17 1	9 2	95	7	60 sc	The Sechelt Towage Co. Ltd., Vancouver, B.C.

* Formerly "Geyser." † Formerly "Virginian."

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111,786	Tasmanian	Victoria	1899	Lake Bennett, B.C.	64 0	9 4	4 4	21	12	5 sc	George A. Huff, Alberni, B.C.
122,193	Teal	New Westminster	1907	Steveston, B.C.	38 0	8 8	4 2	18	13	2 sc	Harry Trim, Westham Islands, B.C.
80,774	Tecumseh	Sarnia	1875	Chatham, Ont	200 0	29 9	13 2	840	530	300 sc	P. McArthur, Toronto, Ont.
103,691	Tecumseh	Sault Ste. Marie	1895	Providence Bay, Ont.	37 0	9 0	3 4	10	6	— sc	William Fraser, Little Current, Ont.
95,929	Tees	Victoria	1893	Thornaby-on-Tees, G.B.	165 0	26 0	10 8	679	441	95 sc	Canadian Pacific Railway Co., Montreal, Que.
126,217	Telkwa	Vancouver	1908	Vancouver, B.C.	31 8	7 6	4 0	8	6	3 sc	Francis J. Ewing, Prince Rupert, B.C.
*107,364	Temagami	Toronto	1898 1905	Toronto, Ont.	70 5	8 5	4 0	18	12	10 sc	Temagami Navigation Co., Ltd., Toronto, Ont.
107,385	Temiscamingue	Ottawa	1898	Temiscamingue, Que.	133 0	22 5	6 5	295	213	21 sc	Temiskaming Nav. Co., Ltd., Mattawa, Ont.
96,854	Tempest	Sarnia	1884	Cleveland, Ohio, U.S.A.	64 0	8 6	5 4	21	14	5 sc	The Reid Wrecking Co., Ltd., Sarnia, Ont.
112,299	Tempest	Winnipeg	1904	Selkirk, Man.	83 0	16 0	7 6	75	51	11 sc	Northern Fish Co., Ltd., Selkirk, Man.
78,025	Tender	Toronto	1880	Muskoka Mills, Ont.	56 8	12 9	6 3	31	21	20 sc	Wm. White, Midland, Ont.
87,180	Tepic	Vancouver	1883	Blackwall, G.B.	70 1	16 3	8 2	71	37	25 sc	E. E. Evans, Vancouver, B.C.
111,546	Terra Nova	"	1901	Vancouver, B.C.	68 5	14 7	6 1	47	32	9 sc	Duncan Rowan, Terra Nova, B.C.
103,336	Terrebonne	Montreal	1871 1895	Sorel, Que.	156 2	24 1	7 2	636	320	28 pa	Richelieu & Ontario Navigation Co., Montreal, Que.

* Formerly "Wanda."

103,981	Tess	Quebec	1896	Ayer's Flat, Que.	32 6	7 6	3 4	5	5	4 sc.	W. E. Johnson, Lake Megantic, Que.
116,468	Texada	Vancouver	1903	Vananda, B.C.	26 0	8 8	3 2	7	5	1 sc.	George Brester and F. A. Hart, Vancouver, B.C.
121,679	Thames	"	1905	Vancouver, B.C.	41 4	10 5	4 4	20	14	3 sc.	E. H. Heaps, and Wm. Sulley, Vancouver, B.C.
111,962	Thelma	Picton, Ont.	1905	Wellington, Ont.	40 0	9 1	5 7	19	13	10 sc.	Kenneth B. DeMill, Wellington, Ont.
122,216	Thelma	Toronto	1906	Toronto, Ont.	21 7	6 2	2 6	3	2	½ sc.	Seymour Halliday, Redwood, Muskoka, Ont.
90,564	Theresa	"	1885	"	85 5	18 0	4 8	84	57	8 sc.	John Fleming and A. Tymon, J.O., Toronto, Ont.
111,566	Theresa	"	1900	Rosseau Falls, Ont.	49 5	9 7	5 0	26	18	2 sc.	Knight Bros. Co., Ltd., Burk's Falls, Ont.
121,740	Thetis	Vancouver	1906	Vancouver, B.C.	22 3	6 1	2 6	2	1	1 sc.	George Buscombe, Vancouver, B.C.
115,525	Thirty-Three	Ottawa	1902	North Shields, G.B.	80 0	18 1	8 3	79	33	21 sc.	Minister of Marine and Fisheries, Ottawa, Ont.
78,024	Thistle	Collingwood	1881	Collingwood, Ont.	66 0	13 6	7 0	36	25	25 sc.	The Rondeau Tug Co., Ltd., Blenheim, Ont.
107,867	Thistle	Dawson	1902	Dawson, Y.T.	102 0	19 8	3 9	225	153	7 pa.	British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,844	Thistle	Ottawa	1895	Valleyfield, Que.	31 0	6 6	3 2	2	2	4 sc.	W. E. James, Combermere, Ont.
103,890	Thistle	"	1897	Hull, Que	40 0	9 4	3 6	5	2	6 sc.	A. H. Taylor and J. Sutherland, Ottawa, Ont.
100,761	Thistle	Toronto	1894	Oakville, Ont.	122 0	18 9	5 8	78	68	11 pa.	The Toronto Ferry Co., Ltd., Toronto, Ont.
100,673	Thistle	Vancouver	1892	Vancouver, B.C.	24 0	7 3	3 4	2	2	12 sc.	Charles Reynolds, Broughton Island, B.C.
*126,092	Thomas Freel Battle.	St. Catharines	1888	Detroit, Mich., U.S.A.	61 0	16 5	6 0	54	33	10 sc.	Joseph Battle, Thorold, Ont.
107,595	Thomas Maitland.	Owen Sound	1899	Owen Sound, Ont.	89 9	18 0	8 8	107	73	31 sc.	J. Maitland, Owen Sound, Ont.
116,847	Thomas R. Scott.	"	1887	Grand Haven, Mich., U.S.A.	138 0	28 0	7 6	258	175	13⅓ sc.	The Peninsula Tug & Towing Co., Ltd., Wiarton, Ont.
103,298	Thompson	New Westminster	1895	Knalt Siding, B.C.	94 3	18 6	4 6	150	94	10 sc.	Columbia River Lumber Co., Golden, B.C.
80,765	Thor	Quebec	1881	Lévis, Que.	136 7	24 5	10 0	323	203	60 pa.	William Price, Quebec, Que.
121,962	349	Kingston	1906	Kingston, Ont.	34 0	6 8	3 0	4	3	3 sc.	John H. Davis, Kingston, Ont.
121,963	350	"	1906	"	34 0	6 8	3 0	4	3	3 sc.	John H. Davis, Kingston, Ont.
121,964	351	"	1906	"	34 0	6 8	3 0	4	3	3 sc.	John H. Davis, Kingston, Ont.
116,755	Thyra	Toronto	1887	Poughkeepsie, N. Y., U.S.A.	66 0	11 0	7 1	31	23	8 sc.	F. B. Polson, Toronto, Ont.
116,336	Tiger	Ottawa	1896	Lakeport, U.S.A.	34 0	7 6	3 6	4	3	10 sc.	Ontario Corundum Co., Ltd., Ottawa, Ont.

*Formerly "Fannie L. Baker."

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122,359	Tillicum	Kingston	1907	Brighton, Ont	29 8	5 6	3 0	3	2	¾ sc	Malcolm L. Butler, Brighton, Ont.
122,535	Tillicum	Vancouver	1906	Port Simpson, B.C.	42 3	8 1	4 0	13	9	½ sc	R. C. Turner, Vancouver, B.C.
75,532	Tim Doyle	Montreal	1874 1894	Buffalo, N.Y., U.S.A. Lachine, Que	40 6	11 8	6 2	15	10	5 sc	Lyon Cohen, Montreal, Que.
117,180	Tim Healy	Windsor, Ont	1908	Sandwich, Ont.	41 2	12 0	6 8	34	26	6 sc	The Windsor Dredging Co., Ltd., Windsor, Ont.
107,413	Tit Bit	Montreal	1899	New York, U.S.A.	25 2	5 9	2 2	2	1	1 sc	S. Carsley, jr., Montreal, Que.
†96,909	Tit Willow	Ottawa	1891	Kingston, Ont	49 9	9 1	4 3	17	11	12 sc	J. D. Deacon and E. A. Dunlop, J.O., Pembroke, Ont.
122,492	Togo	Chatham, N.B.	1907	Newcastle, N.B.	86 4	17 5	5 6	51	32	9 pa	William Richards & Co., Ltd., Campbellton, N.B.
116,741	Togo	Halifax	1904	Halifax, N.S	79 5	19 2	7 8	97	66	33 sc	The Togo Co., Ltd., Halifax, N.S.
117,038	Togo	Sault Ste. Marie	1905	Massey, Ont	44 0	10 4	5 0	15	8	1 sc	Charles J. Clark, Massey, Ont.
116,781	Tootsie Wootsie	Vancouver	1904	Vancouver, B.C.	16 0	5 0	1 5	1	—	⅝ sc	Geo. E. Cates, Vancouver, B.C.
122,162	Topaz	"	1903	Victoria, B.C.	49 6	13 0	5 8	34	23	12 sc	C.W. Peck, *et al.*, Port Simpson, B.C.
107,166	Topsy	Collingwood	1896	Midland, Ont.	36 0	8 0	4 0	15	10	4 sc	J. H. Gropp, *et al.*, J.O., Penetanguishene, Ont.
107,412	Toronto	Toronto	1899	Toronto, Ont.	269 4	36 0	13 8	2,779	1,652	263 pa	The Richelieu & Ontario Navigation Co., Montreal, Que.
80,592	Toronto Belle	"	1880	"	44 5	11 0	4 3	17	12	20 sc	American Lumber Co., Toronto, Ont.

† Formerly "Titania."

103,688	Torpedo	Toronto	1898	Toronto, Ont.	34 0	8 3	5 0	8	6	1 sc.	Toronto Construction Co., Ltd., Toronto, Ont.
122,180	Torpy	Port Arthur	1907	Rossport, Ont.	34 0	10 0	4 0	8	5	⅝ sc.	John Paulmert, Rossport, Ont.
122,540	Tory	Vancouver	1907	Vancouver, B.C.	22 3	7 6	2 0	8	5	1 sc.	James R. Jolliffe, Vancouver, B.C.
116,596	Tourist	Montreal	1901	Caughnawaga, Que.	36 0	7 0	2 3	3	2	⅝ sc.	Mrs. Elizabeth Auclair, Montreal, Que.
122,443	Tourist	St. John, N.B	1907	Margaretville, N.S.	37 0	12 4	4 5	15	10	1 sc.	Joseph C. Welton, North Kingston, N.S.
107,339	Tourist	Shelburne	1900	Yarmouth, N.S.	34 0	7 4	3 6	4	3	4 sc.	Jonathan Perry, Shelburne, N.S.
107,838	Trader	Victoria	1901	Vancouver, B.C.	101 0	22 6	8 2	167	114	17 sc.	Gulf Steamship & Trading Co., Ltd., Victoria, B.C.
116,256	Tranquilo	Toronto	1892	Bristol, R.I., U.S.A.	77 0	11 2	6 5	39	27	5 sc.	Electrical Development Co., Toronto, Ont.
126,142	Transcontinental	Sorel	1905	Sorel, Que.	46 0	8 3	2 8	9	6	1 sc.	Pierre Potvin, Village La Tuque, Que.
100,794	Transfer	Victoria	1893	New Westminster, B.C.	122 0	24 5	5 6	264	98	18 pa.	Canadian Pacific Nav. Co., Ltd., Victoria, B.C.
111,930	Traveler	Midland	1871	Cheboygan, Mich., U.S.A	140 0	24 0	12 0	438	248	118 sc.	Midland Towing & Wrecking Co., Ltd., Midland, Ont.
115,272	Trebia	St. John, N.B.	1902	Port Glasgow, G.B.	338 7	46 0	25 7	3,586	2,343	3 3 sc.	Steamship Trebia Co., Ltd., Rothesay, N.B.
103,812	Trent	Belleville	1893	Simcoe, Ont.	36 9	10 5	3 9	20	12	20 pa.	D. Gilmour, Trenton, Ont.
111,958	Trim	New Westminster		New Westminster, B.C.	28 0	8 0	2 5	3	3	2 sc.	Harry Trim, Westham Island, B.C.
	Trois Rivières	Montreal	1869	Sorel, Que.	218 5	32 9	9 4	1,552	794	—pa.	The Richelieu & Ontario Nav. Co., Montreal, Que.
88,233	Tropic	Brockville	1885	Smith's Falls, Ont.	40 5	8 3	3 4	9	7	7 sc.	Dr. Wm. A. Gray, Smith's Falls, Ont.
107,511	Troubadour	Vancouver	1898	Victoria, B.C.	48 0	10 3	4 8	18	12	7 sc.	A. E. Green, Vancouver, B. C.
121,783	Trudel II.	Ottawa	1901	Douglas Farm, Quinze Lake, Que.	40 4	16 7	3 6	15	5	2 pa.	James B. Klock, Mattawa, Ont.
107,118	Trusty	Lunenburg	1898	LaHave, N.S.	77 0	17 4	7 8	58	33	110 sc.	The LaHave Steamship Co., Ltd., LaHave, N.S.
100,201	Try	Vancouver	1891	Vancouver, B.C.	61 0	15 0	3 0	12	26	10 pa.	E. Burns, Vancouver, B.C.
126,208	Tseekwa	"	1908	"	27 5	8 2	4 3	8	5	2 sc.	Knox Walkem, Vancouver, B.C.
126,216	Tuladi	"	1908	"	49 3	14 3	6 0	32	21	4 sc.	Letson & Burpee, Ltd., Vancouver, B.C.
122,386	Tulalip	Victoria	1905	Seattle, U.S.A.	33 5	9 0	3 6	12	6	5¼ sc.	Joseph A. Sayward, Victoria, B.C.
*112,201	Turbinia	Hamilton	1904	Hebburn-on-Tyne, G.B.	250 0	33 2	12 6	1,064	603	500 sc.	Turbine Steamship Co., Ltd., Hamilton, Ont.
112,394	Turtle	Ottawa	1902	Cache Bay, Ont.	65 0	20 0	3 8	38	33	12 pa.	Geo. Gordon, *et al.*, Pembroke, Ont.

* Turbines.

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111,885	Tuttsy	Peterborough	1905	Peterboro', Ont	35 5	7 5	3 0	9	6	$\frac{2}{3}$ sc	H. Allen Peterboro', Ont.
88,327	Two Brothers	Quebec	1886	Quebec, Que	44 5	11 2	5 5	23	9	40 sc	Achille Bernier, St. Joseph de Levis, Que.
100,627	Two Friends	Port Dover	1905	Port Dover, Ont	52 3	13 0	5 0	23	16	9 sc	H. W. Ansley, *et al.*, Port Dover, Ont.
† 122,611	Two Macs	Goderich	1880	Lorain, O., U.S.A.	55 3	13 0	6 0	24	16	3 sc	Robert McKay and Angus McDonald, J.O., Goderich, Ont.
107,639	Tyee	New Westminster	1899	New Westminster, B.C.	72 0	14 2	6 5	32	18	11 sc	Francis Boutilier, M.O., New Westminster, B.C.
107,159	Tyrrell	Vancouver	1898	Vancouver, B.C.	142 0	30 2	4 8	678	408	17 pa	British Yukon Navigation Co., Ltd., Vancouver, B.C.
126,180	Udal	New Westminster	1908	New Westminister, B.C.	50 0	12 0	5 2	22	11	5 sc	William Oliver, Skidegate, B.C.
112,246	Ula	Vancouver	1902	Vancouver, B.C.	31 8	8 6	3 0	10	7	9 sc	E. K. DeBeck, Vancouver, B.C.
96,097	Ulala	Halifax	1889	Dumbarton, G.B.	49 4	9 0	5 2	14	4	9 sc	Alexander C. Ross, Sydney, N.S.
103,815	Ullacalula	Belleville	1900	St. Joseph, Mich., U.S.A.	38 0	7 0	3 6	6	4	10 sc	Chas. W. Turner, Campbellford, Ont.
92,658	Umbria	St. Catharines	1889	Port Dalhousie, Ont.	58 0	15 2	6 2	43	29	14 sc	Jas. Murray, St. Catharines, Ont.
107,370	Una	Toronto	1885	Peekskill, N.Y., U.S.A.	46 0	8 8	8 0	22	15	2 sc	David S. Pratt, Midland, Ont.
92,645	Uncle Jim	Wallaceburg	1886	Wallaceburg, Ont.	50 0	10 5	4 3	11	8	1 sc	Robert Graham and Mathew Graham, Kagawong, Ont.
97,101	Uncle Tom	Port Burwell	1893	Port Bruce, Ont	47 0	10 8	3 6	8	5	3½ sc	Levi Young, M.O., Port Bruce, Ont.

† Foreign name "Telephone."

100,680	Uncle Tom	Vancouver	1894	Vancouver, B.C	29 5	7 4	3 3	3	2	½ sc	Francis W. Shaw, Vancouver, B.C.
122,546	Undan	"	1906	"	31 1	10 0	4 9	14	9	2 sc	Frank M. Richardson, Vancouver, B.C.
94,981	Undine	Toronto	1889	Toronto, Ont	49 0	8 7	4 4	17	15	10 sc	The Polson Iron Works, Ltd., Toronto, Ont.
103,681	Undine	Toronto	1897	Toronto, Ont	31 0	7 7	2 8	9	6	2 sc	The Mine Centre Lumber Co., Ltd. Fort William, Ont.
122,519	Unican	Vancouver	1907	Vancouver, B.C	35 7	10 5	5 3	15	10	3 sc	Alford S. Arkley, Vancouver, B.C.
96,719	Union	Ottawa	1884	Pembroke, Ont	87 0	23 8	5 2	75	66	30 sc	J. A. Thibadeau, Pembroke, Ont.
*92,654	Union	St. Catharines	1866	Kingston, Ont	132 0	23 6	6 8	267	163	100 sc	The Fort Erie Ferry Co., Fort Erie Ont.
85,707	United Lumberman.	Midland	1884	Dresden, Ont	139 2	31 6	11 7	399	259	170 sc	Morden Transit Co., Ltd., Midland, Ont.
111,548	Uno	Vancouver	1901	Vancouver, B.C	35 2	11 5	4 0	12	8	2 sc	D. McIntosh, and A. McKinnon, J. O., Broughton Island, B.C.
100,653	Upas	Kingston	1892	Kingston, Ont	48 2	10 0	3 4	17	11	6 sc	O. R. Fraser, Edmonton, Alta.
114,053	Usher	Yarmouth	1901	Port Glasgow, G.B	340 0	46 0	25 7	3,594	2,350	310 sc	The Usher Steamship Co., Ltd., Chegoggin, N.S.
100,639	Vachie	Vancouver	1892	Victoria, B.C	40 2	10 4	4 0	10	7	2 sc	Francis W. Walsh, Vancouver, B.C
107,684	Vacuna	Prescott	1896	Bristol, R.I., U.S.A	75 1	13 5	8 0	52	35	75 sc	J. P. Wiser, Prescott, Ont.
103,262	Vacuna	St. John, N.B	1888	Brewer, Me., U.S.A	35 0	8 5	2 7	10	6	1 sc	S. W. Conrad, Ste. Croix, N.B.
124,077	Vadso	Victoria	1881	Gothenburg, Sweden	191 2	28 7	21 7	908	698	110 sc	The Boscowitz Steamship Co., Ltd., Victoria, B.C.
†126,324	Valdes	Vancouver	1896	Seattle, Wash., U.S.A	33 5	11 6	4 2	12	8	2 sc	Roderick Martin, Vancouver, B.C.
103,230	Valeda	Ottawa	.....	Pembroke, Ont	30 0	6 4	3 0	2	2	4 sc	Charles Lemoine, Pembroke, Ont.
‡96,907	Valeria	Sorel	1891	Kingston, Ont	75 4	13 5	4 0	52	33	20 sc	François Crepeau, Sorel, Que.
111,541	Valhalla	Vancouver	1901	Nelson, B.C	102 5	20 8	9 0	153	34	37 sc	Canadian Pacific Railway Co., Montreal, Que.
‖ 69,595	Valleyfield	Montreal	1873 1901	Quebec, Que Montreal, Que	116 0	23 2	6 5	417	280	12 sc	Jos. A. Lamarre, Montreal, Que.
92,775	Vancouver	Vancouver	1888	Vancouver, B.C	72 0	13 7	5 2	50	34	4 sc	E. H. Heaps and Wm. Sulley, Vancouver, B.C.
116,907	Vanguard	Parrsboro	1907	Cape D'Or, N.S	47 2	12 3	6 0	16	11	35 sc	Charles G. Hill, Cape D'Or, N.S.
§75,538	Varennes	Montreal	1874	Sorel, Que	170 0	26 5	8 0	362	228	150 pa	Richelieu & Ontario Navigation Co., Montreal, Que.

*Formerly "Watertown." †Foreign Name "Rona." ‡Formerly "Lorelei." ‖Formerly "Paul Smith" and "Gatineau." §Formerly "Cultivateur."

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72,967	Varuna	Picton, Ont	1880	Wolfe Island, Ont	94 4	17 0	5 1	134	85	40 sc	J. E. Rathbun, *et al.*, Picton, Ont.
100,927	Varunna	Ottawa	1891	Carleton Place, Ont	23 0	5 0	2 4	1	1	2 sc	Geo. P. Spittal, Ottawa, Ont.
88,578	Vega	Toronto	1884	Kingston, Ont	37 0	6 6	3 5	7	5	4 sc	J. K. Macdonald, Toronto, Ont.
117,147	Venetta	Halifax	1904	Mahone, Bay, N.S	30 5	9 0	3 5	5	5	½ sc	Joseph N. Pettipas, Bay of Islands, Nfld.
107,709	Venetta	Toronto	1898	Toronto, Ont	61 5	11 5	7 6	31	21	6 sc	David Smith, Toronto, Ont.
122,163	Venture	Vancouver	1906	Vancouver, B.C.	29 1	9 3	3 4	8	6	1 sc	John J. Hodder, New Westminster B.C.
111,776	Venture	Victoria	1902	Victoria, B.C.	153 4	36 2	9 5	812	489	65 sc	The Boscowitz, Steamship Co., Ltd., Victoria, B.C.
107,449	Vera	Vancouver	1898	Birkenhead, G.B.	31 5	7 3	3 8	6	4	6 sc	Louis Haptonstall, Port Essington, B.C.
116,251	Vera A	Toronto	1902	Midland, Ont.	35 3	9 0	3 3	11	7	1 sc	Georgian Bay Lumber Co., Ltd., Waubaushene, Ont.
126,211	Vera S. Fry	Vancouver	1908	Vancouver, B.C.	29 0	10 5	4 8	9	6	1 sc	George H. Fry, Vancouver, B.C.
122,601	Verbena	Kenora	1907	Kenora, Ont.	70 0	16 0	6 0	72	49	13 sc	Lake of the Woods Milling Co., Ltd., Montreal, Que.
94,913	Verbena May	Southampton	1888	Southampton, Ont.	38 0	12 0	4 6	16	11	8 sc	Richard Gawley, Mars, P.O., Ont.
121,956	Verda Belle	Port Stanley	1908	Port Stanley, Ont.	55 5	13 6	6 4	34	23	4 sc	J. R. Moore, H. L. Moore and W. S. Stanton, J. O., Port Stanley, Ont.
¶80,959	Vergey	Hamilton	1888	Picton, Ont.	54 0	9 0	3 5	18	14	16 sc	Thos. H. Lawry, Hamilton, Ont.

¶ Formerly "Geraldine."

107,423	Vernon, Jr.	Brockville	1902	Manitowac, Wis., U.S.A.	70 6	13 6	7 0	46	26	10½ sc	William H. Comstock, Brockville, Ont.
103,689	Verva	Toronto	1898	Walmapitae, Ont	66 0	15 2	6 9	55	37	40 sc	John Waldie, Toronto, Ont.
88,236	Vesper	Brockville	1887	Brockville, Ont.	30 7	6 2	2 6	2	2	3 sc	W. J. Gibbard, Napanee, Ont.
111,531	Vesper	Vancouver	1900	Vancouver, B.C.	26 0	8 2	2 3	4	3	6 sc	Frank N. Asman, Vancouver, B.C.
90,796	Vesper	Victoria	1887	Victoria, B.C.	27 0	6 4	2 9	6	4	1 sc	Miss Mary A. Ellison, Victoria, B.C
100,405	Vesta	Hamilton	1895	Hamilton, Ont.	28 0	7 5	3 6	8	5	5 sc	Oronhyateka, M.D., Toronto, Ont.
100,698	Vesta	Pictou, N.S.	1896	Pictou, N.S.	35 8	8 3	3 9	9	5	1 sc	J. L. Philips, Mira Gut, N.S.
116,923	Vesta	Victoria	1904	Port Simpson, B.C.	44 6	8 8	5 6	12	7	2 sc	D. A. Robertson and George Rudge, Port Simpson, B.C.
96,728	Victor	Chatham, N.B.	1889	Chatham, N.B.	71 6	15 8	5 0	46	29	15 pa	Wm. Richards & Co., Ltd., Boiestown, N.B.
69,665	Victor	Montreal	1875	Quebec, Que	59 0	14 6	6 4	35	18	8½ sc	E. A. D. Morgan, Montreal, Que.
121,769	Victor	Vancouver	1906	Vancouver, B.C.	34 0	9 7	4 4	14	10	3 sc	Abraham R. Bittancourt, Ganges, B.C.
121,778	Victor	Winnipeg	1906	The Landing, Man.	52 0	12 0	4 5	26	18	3⅓ sc	The Manitoba Gypsum Co., Ltd., Winnipeg, Man.
107,746	Victoria	Brockville	1900	Kingston, Ont.	72 6	15 5	5 0	58	40	3 sc	The Brockville Navigation Co., Ltd., Brockville, Ont.
107,462	Victoria	Lindsay	1894	Lindsay, Ont.	35 0	6 6	3 0	4	3	6 sc	R. B. Rogers, Peterborough, Ont.
107,408	Victoria	Montreal	1899	Toronto, Ont	100 0	21 0	5 6	181	108	17 sc	Ottawa River Navigation Co., Montreal, Que.
111,666	Victoria	"	1902	Sorel, Que	101 7	21 2	6 9	343	183	17 sc	Amedee Malette, Rigaud, Que.
107,087	Victoria	Ottawa	1897	Pembroke, Ont	128 7	21 0	7 1	188	99	60 pa	Pembroke Nav. Co., Ltd., Pembroke, Ont.
112,400	Victoria	"	1901	Simcoe, Ont	42 4	16 0	3 6	25	20	20 pa	Victoria Harbour Lumber Co., Ltd., Toronto, Ont.
103,802	Victoria	Pictou, N.S.	1904	Pugwash, N.S.	64 4	17 4	6 6	68	40	5 sc	Geo. D. Grimmer, St. Andrews, N.B.
	Victoria	Port Hope	1867	Lindsay, Ont.	93 7	15 4	6 5	191	120		Whitby & Port Perry Railway Co., Whitby, Ont.
112,029	Victoria	Quebec	1901	Quebec, Que.	70 2	13 9	6 5	48	32	13 sc	John S. Thom, Quebec, Que.
107,063	Victoria	St. John, N.B	1897	St. John, N.B	191 2	30 0	7 9	1,602	631	53 pa	Star Line SS. Co., Ltd., Gagetown, N.B.
94,917	Victoria	Southampton	1891	Port Elgin, Ont.	31 3	7 1	2 5	3	2	7 sc	W. F. Davidson, Colpoy's Bay, Ont.
116,751	Victoria	Toronto			37 8	10 0	3 9	13	9	2 sc	Peter Light, Penetanguishene, Ont.
116,365	Victoria K	Goderich	1903	Goderich, Ont.	72 4	15 1	6 8	41	28	14 sc	Daniel and Frank Sullivan, J.O., Blind River, Ont.

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103,917	Victorian	Victoria	1898	Victoria, B.C.	146 5	33 4	4 7	716	455	15 pa.	British Yukon Navigation Co., Ltd., Vancouver, B.C.
.....	Victory.	Montreal	1870	Montreal, Que.	65 9	13 4	7 0	56	38	.....	Wm. O. Connors, Quebec, Que.
¶107,869	Vidette	Dawson	1898	St. Michaels, Ala., U.S.A.	96 0	18 0	3 5	134	67	120 pa.	Comptroller Northwest Mounted Police, Ottawa, Ont.
116,700	Viga	Kenora	1903	Kenora, Ont.	18 0	5 4	2 6	1	—	5 sc	Henry de Saras, Whitewood, Sask., and R. Wolff, Winnipeg, Man., J.O.
117,070	Vigilant	Ottawa	1904	Toronto, Ont	177 0	22 1	13 2	396	243	65 sc	The Minister of Marine and Fisheries Ottawa, Ont.
111,594	Vigilant	Vancouver	1890	Victoria, B.C.	52 0	12 4	5 0	29	26	8 sc	Robt. Bailey, Vancouver, B.C.
116,371	Viking	Port Arthur	1902	Rossport, Ont.	44 0	11 4	5 0	15	10	4 sc	Thomas Craigie, Rossport, Ont.
103,130	Viking	St. Andrews	1891	Ashtabula, Ohio, U.S.A.	75 3	21 1	6 4	128	87	17 sc	Deer Island & Campo Bello SS. Co., Campo Bello, N.B.
107,211	Viking	Winnipeg	1899	Winnipeg, Man	43 7	11 7	7 4	17	12	2 sc	Stephen Sigurdson, Hnausa, Man.
112,397	Ville Marie	Ottawa	1902	Ville Marie, Que.	35 0	11 5	4 0	32	27	2 sc	Joseph Lavigne, Ville Marie, Que.
112,076	Villineuve	Kenora	1901	Kenora, Ont.	50 0	9 8	4 2	28	19	2 sc	Jos. S. Villineuve, Kenora, Ont.
122,515	Vina	Vancouver	1907	Vancouver, B.C.	36 4	9 0	4 3	16	11	2 sc	William Harries, Vancouver, B.C.
*112,275	Viola	Montreal	1903	Montreal, Que.	25 0	6 4	2 3	2	2	1 sc	Mrs. Ida H. O. Moseley, Westmount, Que.
116,880	Viola	St. Catharines	1905	Hamilton, Ont.	35 0	9 8	3 4	5	4	7 sc	Arthur E. Masters, *et al.*, Niagara on the Lake, Ont.

¶ Formerly "May West." * Formerly "Ninie."

85,744	Viola	Toronto	1883	Lévis, Que.	100 0	16 3	6 0	68	46	11 sc	The Viola Steam Yacht Co., Toronto, Ont.
107,740	Viper	Kingston	1899	Kingston, Ont.	40 6	7 9	4 6	8	5	10 sc	F. J. Drake, Kingston, Ont.
111,852	Viper	Port Arthur	1901	Owen Sound, Ont.	60 0	13 0	5 6	34	19	4 sc	Wm. Collis, Bruce Mines, Ont.
*71,615	Virginia	Montreal	1875	Philadelphia, Pa., U.S.A.	107 0	24 0	10 8	146	89	175 sc	Sincennes McNaughton Line, Ltd., Montreal, Que.
112,265	Vison	"	1902	St. Joseph, Mich., U.S.A	23 2	6 0	2 3	2	1	1 sc	P. Beauchemin, Sorel, Que.
111,808	Viva	Sault Ste. Marie	1893	Wyandotte, Mich., U.S.A.	33 0	8 0	3 6	7	5	— sc	John McEwen, Sarnia, Ont.
90,577	Vivid	Toronto	1886	Toronto, Ont	83 8	12 0	6 6	56	35	25 sc	Frank B. Polson, Toronto, Ont.
116,612	Vixen	Dawson	1907	White Horse, Y.T.	40 0	7 2	.....	5	4	3 sc	Eli Verreau, Dawson, Y.T.
122,404	Vixen	Montreal	1907	Lachine, Que.	32 0	5 9	2 7	3	2	2 sc	Andrew S. Forman, Montreal, Que.
111,592	Vixen	New Westminster	1898	Kaslo, B.C.	35 0	7 0	3 0	7	5	2 sc	J. D. Montgomery, Spokane, Wash., U.S.A.
71,228	Vixen	Sault Ste. Marie	1886	Drummond Island, Mich., U.S.A.	48 0	13 8	5 0	68	53	18 sc	J. H. McCaul, Sault Ste. Marie, Ont.
122,371	Volage	Vancouver	1895	Vancouver, B.C.	36 5	10 0	5 0	13	9	½ sc	William M. Sprott, Vancouver, B.C.
100,694	Volunda	Pictou, N.S.	1894	New Glasgow, N.S.	73 4	9 4	5 9	30	14	7 sc	Jos. L. Phillips, M.O., Mira, N.S.
103,442	Volunteer	Ottawa	1889	Ottawa, Ont.	35 4	6 6	3 0	3	2	4 sc	M. P. Davis, Ottawa, Ont.
103,553	Voyageur	Midland	1895	Montreal, Que.	67 6	12 0	4 8	44	30	2 sc	Canada Iron Furnace Co., Ltd., Montreal, Que.
107,925	Vulcan	New Westminster	1899	New Westminster, B.C.	72 0	16 0	7 5	77	52	17 sc	The Brunette Sawmill Co., Ltd., New Westminster, B.C.
92,756	Vulcan	Quebec	1889	Dalhousie, N.B.	43 3	11 8	5 5	18	13	35 sc	The Mabou & Gulf Coal Co., Ltd., Mabou N.S.
121,678	W. L.	Vancouver	1905	Whatcom, Wash., U.S.A.	23 0	4 8	2 2	2	2	⅛ sc	W. Lomberg, Vancouver, B.C.
116,394	W. B. Aldrich	Chatham, Ont.	1868 1905	Milwaukee, U.S.A. Chatham, Ont.	68 5	15 0	9 0	59	33	10 sc	H. A. Hackett, *et al.*, J.O., Amherstburg, Ont.
69,526	W. C. Francis	Montreal	1873	Buffalo, N.Y., U.S.A.	64 0	15 6	8 4	38	14	80 sc	John Blackader, Cornwall, Ont.
117,036	W. D. Brock	Sault Ste. Marie	1905	Echo Bay, Ont.	35 0	10 0	3 7	13	9	2 sc	Frederick H. Lawrence, Echo Bay, Ont.
116,264	W. D. Matthews	Toronto	1903	Collingwood, Ont.	366 5	48 0	28 0	3,965	2,450	151 sc	St. Lawrence & Chicago Steam Navigation Co., Ltd., Toronto, Ont.
78,026	W. E. Gladstone	Owen Sound	1882	"	72 0	16 0	6 8	45	30	25 sc	The Lemcke Tug Co., Ltd., Lion's Head, Ont.

* Formerly "Lake."

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96,942	W. E. Vroom	St. John, N.B	1889	New Glasgow, N.S	32 8	7 0	2 5	10	7	1 sc	John A. Gregory, Grand Bay, N.B.
112,332	W. H. Price	Collingwood	1903	Collingwood, Ont	38 0	10 0	4 6	13	9	2 sc	J. H. Daball, Parry Sound, Ont.
111,810	W. H. Seymour	Sault Ste. Marie	1874	Manitowoc, Wis., U.S.A	66 0	17 3	8 5	85	42	— sc	N. H. Wright, Cutler, Ont.
71,247	W. J. Aikins	Toronto	1874	Buffalo, N.Y., U.S.A	60 0	15 0	6 5	42	25	40 sc	D. C. Graham, Fort William, Ont.
107,133	W. J. Emerson	Goderich	1900	Goderich, Ont	66 0	12 7	5 5	28	19	6 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
100,922	W. J. Henry	Ottawa	1890	Carleton Place, Ont	22 5	5 0	2 3	1	1	3 sc	R. L. Haycock, Ottawa, Ont.
*80,691	W. J. Poupore	Montreal	1881	Montreal, Que	70 5	15 0	5 9	47	22	55 sc	W. J. Poupore, Montreal, Que.
107,194	W. J. Strong	Southampton	1900	Port Elgin, Ont	58 0	14 0	7 0	41	28	5 sc	W. J. Strong, *et al.*, Southampton, Ont.
78,040	W. J. Taylor	Chatham, Ont	1883	Chatham, Ont	35 0	8 0	3 0	9	6	10 sc	St. Clair Tunnel Co., Sarnia, Ont.
92,655	W. M. German	Port Dover	1888	Port Robinson, Ont	58 0	12 0	5 0	28	19	9 sc	H. W. Ansley, Port Dover, Ont.
94,697	W. M. Weatherspoon.	Sydney, N.S	1890	Digby, N.S	70 2	15 8	6 6	59	34	24 sc	Hugh McDonald, Sydney, N.S.
96,869	W. P. Buckly	Prescott	1870	Wilson, N.Y., U.S.A	45 0	9 5	3 4	27	12	— sc	James Buckly, Prescott, Ont.
85,709	W. S. Ireland	Wallaceburg	1872	Wallaceburg, Ont	86 5	24 2	6 7	105	71	9 sc	John Cooper, Chatham, Ont.
107,592	W. S. Oldfield	Owen Sound	1898	Wiarton, Ont	42 0	12 4	5 0	15	10	26 sc	W. H. Oldfield, Parry Sound, Ont.

* Formerly "Rigaud."

100,702	Wabana	Pictou, N.S.	1899	New Glasgow, N.S.	41 0	8 4	5 2	12	8	4 sc.	The Nova Scotia Steel & Coal Co., Ltd., New Glasgow, N.S.
116,754	Wahmapitæ	Toronto	1904	Penetanguishene, Ont.	91 0	18 6	10 2	153	95	37 sc.	C. Beck, Mfg., Co., Ltd., Penetanguishene, Ont.
107,107	Walbran	Victoria	1898	Seattle, Wash., U.S.A.	27 8	6 8	3 0	3	2	½ sc.	Wm. E. Oliver, Victoria, B.C.
83,375	Wales	Sarnia	1881	Sarnia, Ont.	126 0	24 0	11 0	350	238	36 sc.	Wescott Wrecking Co., Ltd., Sarnia, Ont.
71,075	Walter H. Stone	Amherstburg	1889	Sandusky, O., U.S.A.	64 2	16 5	6 7	35	17	2 sc.	Albert Henning, Pelee Island, Ont.
90,774	Walter Scott	Windsor, Ont.	1876	Buffalo, N.Y., U.S.A.	36 0	10 8	4 7	26	18	25 sc.	J. W. Maitland, Owen Sound, Ont.
123,977	Wampanoag	Quebec			57 3	12 0	8 4	38	22	13 sc.	John Doran, Levis, Que.
107,739	Wanda	Kingston	1899	Kingston, Ont.	65 0	10 5	6 6	39	26	7 sc.	Daniel O'Connor, Temagami, Ont.
116,840	Wanda	Kingston	1904	"	34 4	6 8	3 0	6	4	1 sc.	John H. Davis, Kingston, Ont.
85,720	Wanda	Prescott	1878	Watertown, N.Y., U.S.A.	36 0	8 0	3 0	4	2	6 sc.	O. Bascom, Kemptville, Ont.
94,950	Wanda	Yarmouth	1890	Lockeport, N.S.	60 0	15 0	7 9	38	32	3 sc.	Hugh B. Cann, M.O., Yarmouth, N.S.
121,843	Wanda II.	Toronto	1905	Toronto, Ont.	94 0	12 0	6 0	51	33	21½ sc.	Timothy Eaton, Toronto, Ont.
116,988	Wanderer	Kenora	1905	Kenora, Ont.	45 0	11 0	4 5	20	13	1 sc.	J. Matheson, Kenora, Ont.
121,677	Wanderer	Vancouver	1905	Vancouver, B.C.	23 0	7 6	2 0	4	3	⅜ sc.	N. Cook and Alfred Falk, J.O., Vancouver, B.C.
103,683	Wanita	Toronto	1896	Ahmic Harbour, Ont.	64 0	12 0	5 8	44	30	2 sc.	A. A. Agar, Burk's Falls, Ont.
100,651	Wapenao	Kingston	1893	Kingston, Ont.	40 7	8 2	3 0	5	3	8 sc.	T. Eaton, Toronto, Ont.
*107,734	Wapiti	Kenora	1899	"	55 6	9 7	4 2	18	12	8 sc.	A. J. C. Frigon, Winnipeg, Man.
100,084	Waring	St. John, N.B.	1892	Rothesay, N.B.	49 8	13 1	5 7	29	20	13 sc.	Mrs. Charlotte A. Waring, *et al.*, St. John, N.B.
107,351	Warren G	Sydney	1891	Newburyport, U.S.A.	28 0	6 6	3 2	3	2	5 sc.	J. Nicholson, North Sydney, N.S.
122,496	Warren P	Chatham, N.B.	1907	Shippegan, N.B.	52 6	15 1	5 7	27	20	8 sc.	W. S. Loggie Co., Ltd., Chatham, N.B.
*117,084	Wasaga	Collingwood	1875	Buffalo, N.Y., U.S.A.	244 4	35 6	14 8	1,745	1,108	120 sc.	Collingwood Shipping Co., Ltd., Collingwood, Ont.
†84,457	Wasis	Pictou, N.S.	1883	Meadowside, C.B.	160 4	25 1	13 5	480	255	53 sc.	Wasis Steamship Co., Ltd., New Glasgow, N.S.
103,488	Water Lily	New Westminster	1896	Victoria, B.C.	70 0	17 3	4 6	74	50	5 pa.	Nimpkish Lake Logging Co., Ltd., Vancouver, B.C.
‡103,924	Water Lily	Peterborough	1897 1901	Peterborough, Ont.	80 0	12 0	5 2	54	37	3 sc.	Henry Calcutt, Peterborough, Ont.

* Formerly "Watiti." * Formerly "Wissahickon." † Formerly "West Coast," "Val de Travers" and "Kampocus." ‡ Formerly "Eclipse."

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94,923	Water Lily.....	Picton, Ont.....	1891	Picton, Ont.....	100 0	18 4	5 7	95	60	11 sc ..	Ontario & Quebec Navigation Co., Ltd., Picton, Ont.
112,256	Water Lily.....	Vancouver.....	1903	Vancouver, B.C....	27 7	7 6	3 4	4	3	2 sc ..	Wilbur Johnston, Vancouver, B.C.
116,288	Water Witch.....	Halifax.....	1903	Dartmouth, N.S.....	80 0	18 0	8 3	90	61	75 sc ..	Peter Judge, *et al.*, Halifax, N.S.
107,877	Water Witch.	Lindsay.....	1900	Lindsay, Ont.	44 8	10 5	4 2	18	12	2 sc ..	Michael Dovey, Lindsay, Ont.
77,917	Water Witch.	Port Hope.....	1880	"	40 0	9 0	5 0	9	3	12 sc ..	J. H. Dunsford, Lindsay, Ont.
116,836	Waterlily.....	Kingston.....	1904	Toronto, Ont.....	25 7	5 8	2 6	2	2	½ sc ..	Charles H. Gray, Gananoque, Ont.
112,336	Waubaushene.....	Collingwood	1904	Collingwood, Ont.	78 0	18 5	12 6	135	92	37 sc ..	Georgian Bay Lumber Co., Ltd., Waubaushene, Ont.
85,415	Waubaushene....	St. Catharines	1882	St. Catharines, Ont.....	71 0	18 2	8 8	97	47	100 sc ..	D. J. Burke, Midland, Ont.
111,889	Wauneta..... . ..	Peterborough.....	1906	Lakefield, Ont.....	25 2	5 2	2 5	2	2	½ sc ..	Thomas and William Gordon, J.O., Lakefield, Ont.
§107,750	Wawa	Kingston....	1901	Kingston, Ont.....	41 0	8 6	2 4	9	6	6 sc ..	Mrs. Gerald de C. O'Grady, Toronto, Ont.
116,769	Wawaskesh.	Toronto....	1903	Simcoe, Ont....	37 0	9 3	2 8	19	12	2 sc ..	Wm. E. Bigwood, Toronto, Ont.
116,762	Wawinet.....	"	1904	Toronto, Ont.....	87 0	12 5	7 5	68	46	9 sc ..	Wm. McKenzie, Toronto, Ont.
71,076	We C. U.	Amherstburg.... ..	1898	Detroit, Mich., U.S.A ..	57 0	8 0	3 8	6	4	12 sc ..	W. E. Hardison, Welland, Ont.
122,541	We Two	Vancouver.....	1907	Vancouver, B.C.....	50 9	13 5	6 4	32	22	9 sc ..	Mhn S. Pendygrasse, Vancouver, B.C

§ Formerly "Kacymo."

121,919	Weigo	Kenora	1907	Kenora, Ont.	22 0	6 0	3 4	2	1	1 sc.	Charles N. Sterling, Kenora, Ont.
85,500	Welcome	Collingwood	1886	Collingwood, Ont.	52 0	11 0	5 2	21	14	13 sc.	Thos. Falls and James Poole, J.O. Meldrum Bay, Ont.
111,596	Welcome	New Westminster	1901	Harrison River, B.C.	75 0	9 0	2 5	32	20	4 pa.	Tidewater Timber Co., Ltd., Vancouver, B. C.
90,806	Wellington	New Westminster	1886	Victoria, B.C.	34 7	7 7	3 5	16	11	4 sc.	The Victoria Canning Co. of B. C., Ltd., Victoria, B.C.
107,789	Welshman	Ottawa	1900	Ottawa, Ont.	105 0	23 0	6 0	204	99	48 sc.	Ottawa Forwarding Co., Ltd., Ottawa, Ont.
92,744	Wenola	Sackville	1892	Bay Verte, N.B.	49 0	11 0	4 7	25	17	2 sc.	G. McKean, M. O., St. John, N.B.
107,685	Wenona	Prescott	1905	Prescott, Ont.	66 6	10 4	4 6	26	17	8 sc.	Upper Ontario Steamboat Co., Ltd., New Liskeard, Ont.
111,841	Wenonah	Chatham, N.B.	1901	Chatham, N.B.	31 5	8 8	4 2	9	6	4 sc.	F. M. Tweedie, Chatham, N.B.
103,650	Wenonah	Kingston	1899	Oliver's Ferry, Ont.	37 0	8 6	3 5	6	4	— sc.	Wm. McLaren, Perth, Ont.
122,215	Wenonah	Toronto	1906	Hamilton, Ont.	31 0	6 5	2 5	4	3	3 sc.	Samuel William Howard, Toronto, Ont
92,433	Wenonah	"	1886 1906	Burk's Falls, Ont.	94 6	18 0	6 8	93	56	9 sc.	Robert J. Watson, Burk's Falls, Ont.
103,441	Weslemkoon	Ottawa	1895	Lake Weslemkoon, Ont.	37 0	15 8	3 6	17	9	20 sc.	Rideau Lumber Co., Ltd., Ottawa, Ont.
111,861	West Arm	Ottawa	1901	Sturgeon Falls, Ont.	55 0	12 8	5 5	27	24	35 sc.	Henry Quesnel, J.P., Sturgeon Falls, Ont.
64,594	Western Extension	St. John, N.B.	1871	Milledgeville, N.B.	112 0	30 0	10 8	425	169	90 pa.	The Mayor, Aldermen and Commonalty of the City of St. John, N.B.
123,392	Western Sope	Victoria	1907	Sooke, B.C.	42 8	14 0	6 4	19	12	1 sc.	Richard Cains, Victoria, B.C.
85,671	Westminster	New Westminster	1882	Victoria, B.C.	52 3	10 4	5 0	18	14	15 sc.	British Columbia Canning & Cold Storage Co., Ltd., Victoria, B.C.
114,445	Westmount	Montreal	1903	Wallsend-on-Tyne, G.B.	248 7	42 0	20 6	1,875	1,171	230 sc.	Montreal Transportation Co., Ltd., Montreal, Que.
71,179	Westport	Kingston	1862	Bedford Mills, Ont.	102 9	20 6	7 7	196	165	15 sc.	M. Scanlan, Montreal, Que.
116,546	Westport	"	1903	Westport, Ont.	87 5	18 9	6 0	80	48	10 sc.	Wesley Brooker, Portland, Ont.
116,208	Westport III.	Yarmouth	1903	Shelburne, N.S.	101 0	21 3	9 0	140	49	24 sc.	The Insular SS. Co., Ltd., Westport, N.S.
94,824	Weymouth	Picton, N.S.	1890	Weymouth Bridge, N.S.	102 7	19 0	7 6	154	106	26 sc.	The Bras d'Or Steamboat Co., Ltd., North Sydney, N.S.
92,400	Where Now	Kingston	1889	Kingston, Ont.	77 0	12 8	6 6	48	26	90 sc.	John F. Chapman, Gananoque, Ont.
112,350	Whirl	Brockville	1908	Kingston, Ont.	37 0	8 2	3 2	10	7	¾ sc.	John McGraw, Brockville, Ont.
126,074	Whistle Wing	Vancouver	1907	Muskegon, Mich., U.S.A.	39 3	8 2	4 6	14	9	2 sc.	Herbert M. Cottingham, Vancouver, B.C.
107,837	White Horse	Victoria	1901	White Horse, Y.T.	167 0	34 5	4 5	987	631	17 pa.	The British Yukon Navigation Co., Ltd., Vancouver, B.C.

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103,555	White Squall.. ...	Montreal.	1895	Valleyfield, Que	42 2	9 9	3 4	7	5	1 sc ..	Montreal Cotton Co., Valleyfield, Que.
103,961	White Star.....	"	1897 1905	Montreal, Que..... Cornwall, Ont	167 2	41 8	8 2	629	313	37½ pa..	The St. Lawrence Canadian Navigation Co., Ltd., Montreal, Que.
111,583	White Star.....	Peterborough.	1900	Lakefield, Ont.....	30 0	7 4	2 4	9	6	6 pa..	Mrs. Ellen M. White, Lakefield, Ont.
103,392	White Wings.....	Deseronto	1894	Deseronto, Ont.	35 0	6 1	1 7	3	2	— sc ..	T. McDonald, Thurlow, Ont.
121,743	Wiking	Vancouver.....	1905	Eburne, B.C.....	30 0	9 0	3 0	8	5	1 sc ..	John Anderson, Eburne, B.C.
99,103	Wild Rose.... . .	Montreal.	1891	Dartmouth, N.S.....	47 0	7 0	4 0	10	6	10 sc ..	E. W. Parker, Montreal, Que.
103,713	Wilfred C.....	Moncton.....	1897	Yarmouth, N.S...	80 0	18 5	8 0	99	48	16 sc ..	Shepody Navigation Co., Ltd., Moncton, N.B.
75,524	William..	Montreal	1877	Montreal, Que	57 4	15 0	7 4	49	32	60 sc ..	Wm. W. Tate, Montreal, Que.
96,858	William A. Rooth	Sarnia.....	1871	Port Colborne, Ont.....	81 0	15 7	7 6	52	32	20 sc ..	The Great Lakes Towing Co., Ltd., Sarnia, Ont.
90,880	William Aitken...	Charlottetown	1887	Yarmouth, N.S.....	73 9	18 3	7 8	75	51	38 sc ..	W. H. Batt, Charlottetown, P.E.I.
†85,520	William Booth....	Toronto	1883	Bronte, Ont.....	67 0	12 2	4 6	46	32	20 sc ..	Henry Quinlan, *et al.*, Belleville, Ont.
107,204	William Cross...	Winnipeg	1897	Lake Manitou, Ont... ...	43 0	10 0	4 2	22	16	1 sc ..	L. R. Johnstone, *et al.*, Wabigoon, Ont.
121,953	William D.....	Port Stanley.....	1899	Erie, Pa., U.S.A.....	35 6	9 5	3 4	10	7	1 sc ..	Joseph Griffin, St. Thomas, Ont.
103,952	Wm. Davis.....	Montreal	1897	Montreal, Que....	63 3	16 0	6 0	40	27	9 sc ..	Michael McAuliff, *et al.*, Welland, Ont.

† Formerly "Blandina."

77,717	Wm. F. McRae...	Wallaceburg.....	1880	Wallaceburg, Ont.....	65 0	14 4	6 8	46	31	35 sc..	J. Mayhew Moore, Ont.
100,887	Wm. H. Murray..	St. John, N.B.....	1894	St. John, N.B.....	74 1	17 4	8 2	75	51	33 sc..	J. Holly, St. John, N.B.
90,763	Wm. H. Seibold...	Goderich.....	1887	Goderich, Ont	58 0	12 2	6 0	22	15	25 sc..	Dominion Fish Co., Ltd., Winnipeg, Man.
*111,482	William Hackett..	Quebec.	1900 1905	Levis, Que..... ..... Quebec, Que..... ...	98 7	20 0	8 0	126	86	39 sc..	The Quebec Transportation & Forwarding Co., Ltd., Quebec, Que.
80,874	William Johnston.	Kingston.	1878	Garden Island, Ont.....	85 9	20 9	6 6	95	53	32 sc..	The Calvin Co., Ltd., Garden Island, Ont.
111,842	Wm. M.....	Chatham, N.B.....	1901	Chatham, N.B.....	54 0	14 4	6 0	29	20	13 sc..	Wm. M. and E. H. Sinclair, Newcastle, N.B.
107,527	William Ogilvie...	Victoria..	1899	Lake Bennett, B.C	63 0	14 4	4 5	82	56	5 sc..	The Teslin Yukon Steam Navigation Co., Ltd., Victoria, B.C.
92,549	William Paul.....	Montreal.....	1888	Sorel, Que.	40 9	10 5	4 6	7	5	4 sc..	H. Larose, Pierreville, Que.
88,631	William Ross.....	"	1870	Port Robinson, Ont.....	40 0	8 9	5 0	14	10	25 sc..	N. Auclair, Montreal, Que.
103,665	William Whyte...	Winnipeg.....	1897	Wabigoon, Ont.....	36 0	9 0	3 9	18	12	1 sc..	L. R. Johnstone, *et al.*, Wabigoon, Ont.
97,004	William Wilson...	St. Catharines....	1892 1903	Ridgeway, Ont..... Port Maitland, Ont....	43 4	11 1	5 2	15	10	1 sc .	Frank Ross, Port Maitland, Ont.
103,309	Willie	Vancouver.....	1884	Shelton, Wash., U.S.A..	65 6	15 5	4 5	85	56	4 pa..	Wm. C. Brown, Vancouver, B.C.
107,402	Willie C.....	Montreal.	1893	Eddieville, N.Y., U.S.A	39 0	9 6	4 0	8	6	3 sc..	Lyon Cohen, Montreal, Que.
80,780	Willie Seagel.....	Sarnia.	1888	Sarnia, Ont.	37 0	8 6	4 0	22	15	2 sc..	J. Telfer, jr. Blenheim, Ont.
100,929	Willis	Ottawa	1893	Ottawa, Ont.....	30 4	7 6	3 0	2	1	6 sc..	D. O'Connor, Ottawa, Ont.
116,839	Willowdee.....	Kingston	1904	Kingston, Ont..	69 6	9 9	5 0	25	17	15 sc..	W. L. Hepton, Leeds, G.B.
103,562	Windermere.....	Quebec.	1881	Montreal, Que.....	76 7	10 5	4 9	31	21	3 sc..	Antoine Gagnon, Quebec, Que.
†125,986	Windsor.....	Montreal.	1892	Marine City, Mich., U.S.A.	257 1	41 0	24 4	1,962	1,276	73½ sc..	Montreal Transportation Co., Ltd., Montreal, Que.
103,893	Winetta.....	Vancouver...	1897	New Westminster, B.C..	46 8	10 0	3 8	24	16	1 sc .	Paterson Timber Co., Ltd., Vancouver, B.C.
122,414	Winnanna.....	Midland.	1907	Midland, Ont...	91 5	20 2	10 3	199	125	75 sc..	William White, Midland, Ont.
*116,314	Winner.....	Amherstburg..	1884	Toledo, O., U.S.A.....	77 5	15 9	7 4	83	56	6 sc..	Albert Henning, Pelee Island, Ont.
121,838	Winnie.....	St. John, N.B	1906	Jemseg, N.B.....	46 9	12 1	5 2	26	17	13 sc..	George W. Colwell, M.O., St. John, N.B.
94,920	Winnie.....	Southampton	1897	Pike Bay, Ont.....	48 0	9 5	5 0	14	9	2 sc..	L. Belmore, Southampton, Ont.
94,808	Winnifred.....	Victoria.....	1889	Victoria, B.C.	44 0	9 9	4 2	13	8	6 sc..	H. O. Bell-Irving, Vancouver, B.C.
94,717	Winona	Midland.....	1902	Port Stanley, Ont..	101 2	22 9	6 8	231	149	24 sc..	Mrs. Isabella D. White, Midland, Ont.

* Formerly "Adriatic." * Formerly "Iroquois." † Formerly "J. K. Secor."

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—*Continued.*

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Suite.*

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds en 10es.	Gross Tonnage. Tonnage brut.	Registered tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
121,706	Winona	Toronto	1905	Toronto, Ont.	47 5	10 0	4 3	20	13	4 sc	W. P. Murray, Toronto, Ont.
96,855	Winslow	Sarnia	1865	Cleveland, Ohio, U.S.A.	120 0	19 0	10 0	353	193	150 sc	F. F. Pardee, Sarnia, Ont.
100,709	Wobun	Pictou, N.S.	1902	Greenock, G.B.	257 5	37 1	18 2	1,561	990	185 sc	Wobun Steamship Co., Ltd., New Glasgow, N.S.
‡116,763	Wolfe Islander	Kingston	1904	Toronto, Ont.	118 6	17 7	6 8	224	98	28 pa	The Corporation of the Township of Wolfe Island, Ont.
116,452	Wolverine	Vancouver	1903	Vancouver, B.C.	29 3	8 4	3 5	8	5	1 sc	R. C. Wynne and E. T. Tait, J. O., Vancouver, B.C.
112,295	Wolverine	Winnipeg	1903	Selkirk, Man	126 0	24 5	7 6	278	189	17sc	The Imperial Fish Co., Ltd., Selkirk, Man.
107,214	Wrigley	"	1898	Fort Smith, N.W.T.	86 0	16 0	7 0	105	67	5 sc	Hudson's Bay Co., London, G.B.
116,402	Yale	Victoria	1903	Nakusp, B.C.	75 0	13 6	5 1	36	25	17 sc	The Yale Columbia Lumber Co., Ltd., Nakusp, B. C.
122,521	Yamato	Vancouver	1907	Steveston, B.C.	42 0	10 8	4 1	16	11	3¾ sc	Naokichi Hamaguchi, Steveston, B.C.
92,480	Yantic	Charlottetown	1888	Lot 3, P.E.I.	40 7	10 7	5 2	14	9	4 sc	John Read, Tidnish, N.S.
93,373	Yarmouth	Yarmouth	1887	Dumbarton, G.B.	220 3	35 2	21 0	1,452	725	260 sc	Dominion Atlantic Railway Co., London, G.B.
122,545	Yeba	Vancouver	1907	Steveston, B.C.	33 4	9 0	3 0	9	6	2 sc	Mototoshi Suwa, Vancouver, B.C.

‡ Formerly "Tom Fawcett."

107,258	Yellow Kid. ..	New Westminster...	1898	Linderman, B.C.....	29 0	7 0	4 0	3	2	1 sc ..	F. Porter Worsnop, Lake Linderman, B.C.
107,452	Ymir.....	Vancouver.....	1898	Nelson, B.C	77 7	16 7	6 0	70	47	27 sc ..	Canadian Pacific Railway Co., Montreal, Que.
111,979	York.....	"	1901	Toronto, Ont.	88 0	16 2	4 9	134	91	13 sc ..	" "
112,050	You and I	St. Catharines	1902	Port Maitland, Ont.....	52 0	14 2	5 6	25	17	20 sc ..	John McKeown, Port Maitland, Ont.
75,723	Yuba.....	Barrington	1878	Yarmouth, N.S...	40 2	11 3	4 0	12	6	2 sc ..	Ephraim Larkin, Barrington, N.S.
107,098	Yukoner.	Victoria.....	1898	St. Michaels, Alaska, U.S.A.	170 8	32 0	5 7	781	492	17 pa..	British Yukon Navigation Co., Ltd., Vancouver. B.C.
121,744	Yuno.....	Vancouver.....	....	....	26 0	10 4	3 6	7	5	⅛ sc ..	Ernest W. Stark, Vancouver, B.C.
122,226	Yvon	Montreal.....	1906	Sorel, Que....	58 0	17 5	8 4	51	26	10 sc ..	The Sincennes McNaughton Line, Ltd., Montreal, Que.
100,650	Yvonne	Victoria.....	1890	Vancouver, B.C....	29 0	7 3	3 0	5	3	1 sc ..	Henry G. Hohman, Vancouver, B.C.
88,510	Zaidee...	Sydney	1884	Dartmouth, N.S	49 3	11 8	4 4	19	13	12 sc ..	J. G. H. Purves, North Sydney, N.S.
100,625	Zara.....	Port Dover.	1903	Port Rowan, Ont.	55 4	9 1	3 8	35	24	16 sc ..	F. H. Pearsall, *et al*, Port Rowan, Ont.
107,830	Zealandian..	Victoria.....	1900	Lake Bennett, B.C.....	102 0	23 0	5 0	180	141	7 pa..	Canadian Development Co., Ltd., Victoria, B.C.
100,041	Zeila.	Brockville.....	1890	Brockville, Ont.....	36 8	7 1	3 7	3	3	6 sc ..	B. D. Stacey, Brockville, Ont.
107,880	Zelma	Lindsay.....	1900	Lindsay, Ont.....	22 0	5 2	2 6	1	1	4 sc ..	Reuben L. Morgan, Lindsay, Ont.
92,616	Zena..	Port Arthur.....	1886	Fort William, Ont	27 9	8 6	2 8	4	4	3 sc ..	James Whalen, Port Arthur, Ont.
88,524	Zephyr.	Hamilton	1886	Hamilton, Ont.....	27 0	6 0	3 0	3	2	8 sc ..	C. A. Bogert, Toronto, Ont.
88,232	Zephyr.....	Toronto	1885	Brockville, Ont.	52 0	10 0	4 5	19	11	8 sc ..	Thos. Marks, Port Arthur, Ont.
112,220	Zuleika	St. John, N.B	1893	Gloucester, Mass.. U.S.A	48 4	9 0	4 6	16	11	4 sc ..	John F. Gregory, St. John, N.B.
75,910	Zulu.....	Chatham, N.B.....	1879	Chatham, N.B..	56 0	10 8	4 6	18	10	35 pa .	New Brunswick Trading Co. of London, Ltd., London, G.B.

PART II

SAILING VESSELS

PARRIE II

VOILIERS

PART II – PARTIE II

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, December 31, 1908.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, 31 décembre 1908.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10th. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
116,995	A	Ottawa	Barge—Chd	1903	Barry's Bay, Ont.	50 0	12 0	4 0	16	Canada Corundum Co., Ltd., Toronto, Ont.
107,922	A. No. 1	New Westminster	"	1897	New Westminster, B.C.	60 0	24 0	5 0	68	The Fraser River Oil & Guano Co., Ltd., Vancouver, B.C.
107,923	A. No. 2	"	"	1897	"	60 0	24 0	5 0	68	" "
117,155	A. B. C., No. 1	"	Scow—Chd	1906	"	65 0	24 0	2 8	91	Anglo-British Columbia Packing Co., Ltd., Vancouver. B.C.
111,602	A. B. C., 5	"	Barge—Chd	1900	Steveston, B.C.	50 0	14 0	3 0	17	" "
111,606	A. B. C., 6	"	"	1900	New Westminster, B.C.	45 0	14 0	3 0	15	" "
111,603	A. B. C., 25	"	"	1900	Steveston, B.C.	50 0	14 0	3 0	17	" "
107,921	A. C. C., No. 3	"	"	1897	New Westminster, B.C.	68 0	24 0	5 0	150	Automatic Can Co., Ltd., New Westminster, B.C.
107,406	A. D	Quebec	Sloop	1899	St. Thomas de Pierreville, Que.	147 0	30 1	13 4	462	The Quebec Transportation & Forwarding Co., Ltd., Quebec, Que.
111,837	A. L. B.	Lunenburg	Schr—Glt	1901	Phinney's Cove, N.S.	40 0	14 7	6 0	22	H. W. Adams and A. Knickle, J.O., Lunenburg, N.S.
107,457	A. M., 1	Vancouver	Scow—Chd	1891	Vancouver, B.C.	72 0	23 9	6 2	90	Alex. Morrison, Vancouver, B.C.
121,719	A. M., 5	"	"	1902	"	78 3	30 3	7 5	105	William C. Ditmars, Vancouver, B.C.
117,014	A. M., 6	"	"	1902	"	79 0	30 0	7 5	160	Vancouver Tug & Barge Co., Ltd., Vancouver, B.C.

111,867	A. A. Buell	Ottawa	Barge—Chd	1902	Hull, Que	108 5	22 6	8 0	146	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,881	A. C. Bartlett	St. John, N.B.	Schr—Glt	1892	Oromocto, N.B.	45 7	14 3	5 1	20	William Bryson, Oromocto, N.B.
103,222	A. C. Davis	Ottawa	Horse ferry	1893	Quyon, Que	43 0	24 8	2 1	12	William McLean, Quyon, Que.
94,632	A. C. Greenwood	Shelburne	Schr—Glt	1888	Sand Point, N.S.	41 0	13 7	6 0	15	Ernest Mason, Tangier, N.S.
97,034	A. D'E.	Yarmouth	"	1891	Pubnico, N.S.	38 0	13 8	5 5	15	A. D'Entremont, Pubnico, N.S.
103,438	A. D. Smith	Ottawa	Barge—Chd	1895	Barry's Bay, Ont.	32 3	11 3	3 6	14	D. Johnston, Combermere, Ont.
112,286	A. E. Moore	Digby	Sloop	1902	Church Point, N.S.	27 0	8 9	4 9	11	Jas. A. Moore, Westport, N.S.
116,539	A. K. Maclean	Lunenburg	Schr—Glt	1905	LaHave, N.S	105 5	26 8	11 0	176	Freeman S. Messenger, M.O., Petite Rivière, N.S.
126,111	A. V. Conrad	"	"	1908	"	101 6	27 2	10 0	147	Albert V. Conrad, M.O., LaHave, N.S.
90,461	A. Anthony	St. John, N.B.	"	1884	Lower Selmah, N.S.	71 1	21 3	7 8	78	Arthur Pritchard, St. Martin's, N.B.
85,771	A. Gauthier	Ottawa	Barge—Chd	1884	Monte Bello, Que.	111 6	22 7	6 5	137	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,959	A. Gill	Montreal	Sloop	1898	Pierreville, Que.	95 8	22 9	6 5	105	Nazaire Lavigne, St. Paul l'Ermite, Que.
107,321	A. Lincoln	Charlottetown	Schr—Glt	1865	Essex, Mass., U.S.A.	72 5	18 8	7 0	58	Herbert Gray, Charlottetown, P.E.I.
72,714	A. Muir	St. Catharines	"	1874	Port Dalhousie, Ont.	138 4	23 9	11 4	330	Wm. Muir, Port Dalhousie, Ont.
122,258	A. Renaud	Québec	"	1907	La Petite Rivière St. François Xavier, Que.	68 5	23 0	8 6	83	Alfred Renaud, La Petite Rivière St. François Xavier, Que.
97,199	A. Robillard	Montreal	Sloop	1890	Pierreville, Que.	110 1	22 8	7 8	153	A. Robillard, Montreal Que.
83,323	Aaron	Ottawa	Barge—Chd	1881	Montreal, Que	108 0	22 0	6 4	141	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
94,790	Abana	Charlottetown	Schr—Glt	1889	La Have, N.S	76 0	23 6	8 7	76	Lawrence Lanigan, Souris, P.E.I.
96,945	Abana	St. John, N.B	"	1890	St. Martin's, N.B.	77 5	25 9	7 6	97	G. R. McDonough, St. Martin's, N.B.
121,808	Abbie	Barrington	Sloop	1904	Clyde, N.S.	31 0	11 4	6 0	10	C. D. Atkerson, Cape Island, N.S.
107,798	Abbie Keast	St. John, N.B.	Schr—Glt	1899	Cambridge, N.B.	83 0	27 0	7 3	96	E. A. Vaughan, *et al.*, Parrsboro, N.S.
122,637	Abbie L. Andrews	Kingston	"	1873	Toledo, Ohio, U.S.A.	138 7	26 1	11 1	287	Pittsburg & Erie Coal Co., Ltd., Toronto, Ont.
121,802	Abbie May	Barrington	Sloop	1904	Shelburne, N.S	30 0	10 6	6 0	10	Charles E. Rapp, McNutt's Island, N.S.
107,070	Abbie Verna	St. John, N.B.	Schr—Glt	1898	Waterborough, N.B.	69 5	24 3	6 4	66	Thomas Antle, Parrsboro', N.S.
77,826	Abby G	Halifax	"	1879	Ship Harbour, N.S.	54 6	15 8	6 2	31	Walter Glawson, Ship Harbour, N.S.

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92,603	Abby Jane	Sydney	Schr—Glt	1899	Aspy Bay, N.S	45 5	15 6	6 1	19	John Fitzgerald, Aspy Bay, N.S
92,625	Acacia	Barrington	Schr—Glt	1887	Conquerall, N.S	80 6	24 7	9 5	99	James E. Brown, Clarke's Harbour, N.S.
83,313	Acacia	Port Medway	Bgtn—Bkglt	1884	Port Medway, N.S	98 4	25 6	10 1	186	B. H. Hammett, Boston, Mass., U.S.A.
112,126	Acadia	Lunenburg	Schr—Glt	1903	Lunenburg, N.S	90 4	24 3	9 3	91	Alexander Knickle, *et al.*, Lunenburg, N.S.
72,942	Acadia	Montreal	Barge—Chd	1875	Quebec, Que.	150 0	26 5	11 5	375	Montreal Transportation Co., Ltd. Montreal, Que.
83,431	Acadian	Weymouth	Schr—Glt	1886	Meteghan River, N.S	54 5	17 5	7 0	32	A. H. Comeau, Meteghan River, N.S.
80,861	Acme	Amherst, N.S.	"	1880	Wallace, N.S	71 0	19 9	7 5	59	John W. Morris, Wallace, N.S.
122,301	Active	Lunenburg	"	1907	Lunenburg, N.S	53 8	16 4	7 6	35	Frank Young, Pleasant Harbour, N.S.
90,464	Active	Maitland	"	1884	Great Village, N.S	35 0	10 9	4 6	12	Joseph Hiltz, Pembroke, N.S.
103,834	Active	Quebec	"	1896	St. John, I. Orleans, Que.	38 8	12 6	4 7	13	Zepherin Asselin, St. Famille, Que.
85,710	Active	Wallaceburg	Barge—Chd	1887	Wallaceburg, Ont.	84 4	23 0	5 0	64	J. McCallum, Wallaceburg, Ont.
59,255	Ada	Chatham, N.B.	Schr—Glt	1866 / 1890	Cambridge, N.B	73 2	24 9	6 7	72	The W. J. Poupore Co., Ltd., Montreal, Que.
92,748	Ada	Sackville	"	1896	Port Elgin, N.B	72 0	24 2	8 9	78	S. Trenholm, Pictou Landing, N.S.
92,517	Ada	St. Andrews	"	1888	Campo Bello, N.B	26 0	11 0	5 0	10	A. G. Matthews, St. George, N.B.

*80,045	Ada	Victoria	Schr—Glt	1880	St. John, N.B	72 5	25 4	7 3	91	Jos. Boscowitz, Victoria, B.C.
88,381	Ada L	Windsor, N.S.	"	1884	Walton, N.S.	46 4	16 5	6 9	31	David C. Hunter, Walton, N.S.
90,737	Ada Louise	Port Hawkesbury	"	1888	Port Hawkesbury, N.S.	60 5	19 9	7 2	57	Margaret Embree, Port Hawkesbury, N.S.
83,086	Ada M	"	"	1882	"	40 0	14 0	6 0	20	Wm. Burke, River Bourgeoise, N.S.
107,961	Ada Mildred	Lunenburg	"	1900	Sable River, N.S.	92 4	24 4	9 5	99	William Duff, Lunenburg, N.S.
116,900	Ada & Pearl	Yarmouth	Sloop	1904	Arcadia, N.S.	34 0	12 0	6 2	13	J. T. Duncan, Clarke's Harbour, N.S
107,476	Addie B	Digby	"	1900	Westport, N.S.	36 0	13 3	6 0	13	Charles Bailey, Westport, N.S.
103,124	Addie B.	St. Andrews	"	1893	"	29 0	11 0	5 9	13	John Mulholland, Campo, Bello, N,B.
121,932	Addie M	Halifax	Schr—Glt	1905	West Dover, N.S.	39 2	11 3	5 0	11	Isaac Morash, West Dover, N.S.
121,898	Addie & Beatrice	Shelburne	"	1906	Shelburne, N.S.	113 0	29 0	11 0	197	John G. Porter, Kingstown, St. Vincent, B.W.I.
116,803	Adel	Sorel	Barge—Chd	1905	Sorel, Que.	73 5	18 6	4 4	43	J. L. B. Leclaire, Sorel, Que.
116,526	Adelaide	Lunenburg	Schr—Glt	1905	Lunenburg, N.S.	38 5	11 7	5 5	13	J. F. Gray, Pennant, N.S.
100,714	Adèle	Montreal	Barge—Chd	1893	Yamaska, Que.	127 3	28 5	10 8	297	Adolf Lomer, Montreal, Que.
72,099	Adelina	Chatham, N.B.	Schr—Glt	1876	Shippegan, N.B.	35 0	11 2	4 6	12	Patrick D. Blanchard, Caraquet, N.B.
36,608	Adeline	Liverpool	"	1859	Parrsboro', N.S.	65 3	19 8	8 3	63	A. P. Mills, Summerside, P.E.I.
103,009	Adeline Gladys	Chatham, N.B	"	1890	Caraquet, N.B.	35 5	12 6	5 0	12	John Young, Tracadie, N.B.
100,350	Adella	Maitland	"	1893	Minasville, N.S.	63 8	20 3	8 1	99	Daniel Henderson, Minasville, N.S.
103,370	Adjutor	Quebec	Sloop	1895	Trois Saumons, Que.	60 6	20 5	5 4	41	C. Methot, Trois Saumons, Que.
116,965	Admiral Togo	St. Andrews	"	1905	Grand Manan, N.B.	27 8	12 0	5 9	12	William and Walter Benson, Grand Manan, N.B.
111,999	Adonis	Windsor, N.S.	Schr—Glt	1903	Bridgetown, N.S	150 0	32 0	11 3	316	The Adonis Co., Ltd., Wolfville, N.S.
121,876	Adoriam	Yarmouth	Sloop	1906	Plymouth, N.S.	36 0	12 0	7 0	15	Armand G. LeBlanc, M.O., Plymouth, N.S.
122,308	Adriatic	Lunenburg	Schr—Glt	1907	Bridgewater, N.S	96 0	26 8	10 0	99	Joshua Oakes, M.O., Bridgewater, N.S.
80,869	Adrienne	Amherst, N.S.	"	1883	Sonth Boston, Mass.	73 8	18 2	9 0	51	David W. Robb, Amherst, N.S.
112,060	Advance	Windsor, N.S.	"	1902	Canning, N.S.	150 0	31 8	10 7	295	The Advance Co., Ltd., Wolfville, S.
112,321	Advent	"	"	1902	Parrsboro', N.S.	127 3	32 4	10 3	256	The Advent Co., Ltd., Wolfville, N.S.

* Formerly "Ariel."

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—*Continued.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—*Suite.*

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréemnt.	Built—Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
61,989	Adventure	Port Hawkesbury	Schr—Glt	1871	Wallace, N.S	60 0	21 1	7 7	54	Duncan McDonald, Port Hood, N.S.
111,514	Æolus	St. John, N.B	Sloop	1899	St. John, N.B	27 6	8 1	3 2	4	Arthur C. Fairweather, Rothesay, N.B.
122,132	Aerolite	Yarmouth	"	1906	Cape Island, N.S	36 0	13 0	6 6	16	James J. Duncan, Cape Island, N.S.
92,730	Aggie	Toronto	Sloop	1887	Oakville, Ont	47 3	12 0	5 4	13	Christopher Armstrong, Oakville, Ont.
36,996	Agile	Halifax	Schr—Glt	1861	Lunenburg, N.S	54 6	16 4	6 9	27	James A. Coolen, East Dover, N.S.
36,146	Agility	Arichat	"	1858	Port Medway, N.S	75 6	21 8	8 2	72	Isidore Porrier, West Arichat, N.S.
112,036	Aglaée	Quebec	"	1902	Grandes Bergeronnes, Que.	54 9	16 2	5 8	37	Cyrille Levesque, Green Island, Que.
112,376	Agnes	Arichat	"	1902	Scatterie Island, N.S	39 5	10 7	6 1	15	Patk. Waddin, Scatterie Island, N.S.
85,660	Agnes	Halifax	"	1877	Chezetcook, N.S	34 0	12 7	5 1	11	Jacob Lapierre, Chezetcook, N.S.
121,700	Agnes E	Yarmouth	Sloop	1904	Cape Island, N.S	31 0	11 8	6 0	10	George Hurst, Canso, N.S.
116,492	Agnes G. Donahoe	Lunenburg	Schr—Glt	1903	Lunenburg, N.S	96 8	24 8	10 0	99	Sprott Baleom, *et al.*, Victoria, B.C.
78,046	Agnes Hudson	Richibucto	"	1880	Richibueto, N.B	34 8	12 6	4 2	9	R. T. Holman, Summerside, P.E.I.
116,898	Agnes M	Yarmouth	Sloop	1905	Tusket Wedge, N.S	37 0	11 6	6 5	11	I. Doucette, M. O., Tusket Wedge, N.S.
111,641	Aguadilla	Lunenburg	Schr—Glt	1901	Lunenburg, N.S	94 6	24 9	9 8	100	Freeman Anderson, Lunenburg, N.S.

90,533	Aid	Prescott	Barge—Chd	1885	Montreal, Que.	153	2	24	4	11	7	368	Treffle Rondeau, Lanoraie, Que.
85,511	Aileen	Toronto	Sloop	1882	Toronto, Ont	65	0	11	8	8	3	25	Robt. Myles, Toronto, Ont.
72,817	Ainoko	Victoria	Schr—Glt	1891	Yokohama, Japan	75	5	21	8	7	7	75	Victoria Sealing Co., Ltd., Victoria, B.C.
64,970	Alabama	Quebec	Barge—Chd	1871	Grande Bay, Saguenay, Que.	100	2	21	6	8	5	151	John Torrance, Montreal, Que.
111,528	Alart	Digby	Sloop	1901	Cape St. Mary's, N.S	35	0	11	0	4	2	11	Stephen A. Doucette, *et al.*, Cape St. Mary's, N.S.
117,096	Alaska	Arichat	Schr—Glt	1906	Sampsonville, N.S.	34	5	11	3	4	9	10	Angus Morrison, Glace Bay, N.S.
77,897	Alaska	Sackville	"	1884	Sackville, N.B.	94	0	29	9	8	5	118	J. N. Pugsley, Parrsboro', N.S.
64,512	Alba	Arichat	"	1871	St. John, N.B.	87	4	26	3	9	4	157	John W. Hayes, Holbrook, G.B.
100,243	Alba	Halifax	Sloop	1894	Shelburne, N.S	36	5	9	3	3	8	5	James Fraser, Halifax, N.S.
85,974	Alba	St. John, N.B	Schr—Glt	1882	Waterborough, N.B.	83	4	27	0	7	2	92	Robert Newcomb, Parrsboro', N.S.
112,341	Albani	Liverpool	"	1902	Liverpool, N.S.	126	0	29	9	11	0	249	Francis Davidson, *et al.*, Bridgewater, N.S.
85,777	Albani	Montreal	Sloop	1883	Yamaska, Que.	107	5	22	6	7	4	159	H. F. Cumming, Cornwall, Ont.
122,302	Albata	Lunenburg	Schr—Glt	1907	Lunenburg, N.S.	46	8	13	5	6	8	20	Henry Weinant and Creighton Young, Indian Harbour, N.S.
103,081	Albatross	Chatham, N.B.	"	1894	Shippegan, N.B.	35	3	12	3	5	1	13	T. Ahier, Shippegan, N.B.
100,846	Albatross	Lunenburg	"	1894	Mahone Bay, N.S.	44	4	15	7	6	4	26	J. Arsenault, Little Bras d'Or, N.S., and John Pym, North Sydney, N.S.
75,633	Albatross	St. Catharines	"	1871	Port Dalhousie, Ont.	136	0	26	3	11	9	317	The Midland Towing & Wrecking Co., Ltd., Midland, Ont.
92,371	Albatross	St. John, N.B.	"	1881	Greenwich, N.B	60	3	19	2	5	2	45	F. E. Walton, Greenwich, N.B.
103,873	Albert	Montreal	Barge—Chd	1897	Yamaska, Que.	109	4	23	1	7	1	147	H. E. Larkin and A. Sangster, Iroquois, Ont.
112,000	Albert D. Mills	Annapolis Royal	Schr—Glt	1903	Meteghan River, N.S.	139	5	32	0	11	7	326	F.W. Pickels, M.O., Annapolis Royal, N.S.
121,818	Albert J. Lutz	Digby	Schr—Glt	1908	Shelburne, N.S.	90	0	23	0	9	8	95	John D. Apt, Port Wade, N.S.
100,378	Albert P	Sydney	"	1892	New Harris, N.S.	69	5	19	8	7	1	60	Peter Porrier, West Arichat, N.S.
112,156	Albert W	Chatham, N.B.	Schr—Glt	1902	Miscou Head, N.B.	33	6	12	9	4	9	10	W. S. Loggie Co., Ltd., Chatham, N.B.
100,586	Alberta	Montreal	Barge—Chd	1892	Yamaska, Que.	136	2	27	4	11	2	262	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
100,179	Alberta	"	"	1891	Kingston, Ont	163	5	23	2	10	2	314	Montreal Transportation Co., Ltd., Montreal, Que.
107,381	Alberta	Ottawa	Scow—Chd	1898	Ottawa, Ont	40	5	12	2	2	0	6	Jas. Cunningham Wright, Hull, Que.

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107,644	Albertha	Lunenburg	Schr—Glt	1899	La Have, N.S.	86 9	24 2	9 5	94	T. J. Clarke, Halifax, N.S.
54,227	Alberton	Halifax	"	1866	Casecumpec, P.E.I.	53 7	16 5	6 4	30	Michael Wells, Guysboro', N.S.
94,625	Albion	Ottawa	Barge—Chd	1888	Rockland, Ont.	110 0	22 8	7 3	149	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
112,266	Albya	Montreal	Sloop	1902	Pierreville, Que.	162 3	23 0	7 2	123	Ignace Caron, St. Aimé, Que.
107,657	Alcæa	Port Medway	Schr—Glt	1899	Lunenburg, N.S.	97 7	25 4	9 6	99	William Parnell, M. O., Port Medway, N.S.
74,284	Alcé	Quebec	Barge—Chd	1875	Yamaska, Que.	93 8	22 0	6 1	90	E. Paul, Sorel, Que.
103,968	Alcide	Montreal	Sloop	1897	Pierreville, Que.	82 2	19 0	5 1	65	Leopold Beauchemin, Notre Dame de Pierreville, Que.
116,235	Alcyone	Digby	Schr—Glt	1904	Shelburne, N.S.	78 0	19 2	8 0	52	Howard Anderson, M. O., Digby, N.S.
112,287	Alda	Digby	"	1902	Apple River, N.S.	27 0	10 5	6 0	11	H. B. McCormac, Short Beach, N.B.
112,115	Aldine	Lunenburg	"	1903	La Have, N.S	92 9	24 5	9 4	99	Albert V. Conrad, La Have, N.S.
88,595	Aldine	St. Andrews	"	1884	Belliveau's Cove, N.S.	131 0	29 5	12 8	299	Wm. A. Carson, *et al.*, St. Andrews, N.B.
122,090	Alena L. Young	Charlottetown	"	1878	Boothbay, Me., U.S.A.	52 0	17 0	7 0	35	Geo. Dunn, Murray Harbour, P.E.I.
90,736	Alert	Port Hawkesbury	"	1879	Little Harbour, N.S.	31 6	12 3	4 7	11	Wm. A. Keating, Port Mulgrave, N.S.
122,243	Alert	St. Andrews	"	1860	Georgetown, N.B.	47 5	15 8	6 9	18	David J. Spear, Penfield, N.B.

94,823	Alert	Weymouth	Schr—Glt	1889	Gilbert Cove, N.S.	108 0	26 8	12 0	229	G. J. Howatson, New York, N.Y., U.S.A.
80,640	Alert	Yarmouth	"	1877	Chebogue, N.S.	31 5	11 0	4 2	8	Benj. Davis, Yarmouth, N.S.
	Alexander	St. Catharines	"	1857	Port Dalhousie, Ont.	134 0	23 0	11 0	351	Bryce Muir, Port Dalhousie, Ont.
74,046	Alexander	Sydney	"	1877	Little Narrows, N.S.	75 2	22 3	8 3	78	John Cameron, Rexton, N.B.
*72,671	Alexander	Victoria	"	1876	Port Essington, B.C.	170 0	27 2	12 5	189	Pacific Towing & Lighterage Co., Ltd., Victoria, B.C.
79,920	Alexander Black	Dorchester	Bk—Bq	1891	Harvey, N.B.	165 8	34 9	13 3	575	C. I. McBride, *et al.*, Waterville, N.S.
122,486	Alexander McLaurin	Quebec	Barge—Chd	1907	St. Alexis, Que.	106 0	22 5	7 8	162	John C. Kaine, Quebec, Que.
116,748	Alexander R.	Halifax	Schr—Glt	1905	Liscomb, N.S.	71 2	19 8	9 0	75	Nathaniel Butt, Bay St. George, Nfld.
112,107	Alexandra	Lunenburg	"	1903	Lunenburg, N.S.	93 2	24 4	9 6	93	Freeman Anderson, Lunenburg, N.S.
122,506	Alexandra	Vancouver	Sloop	1907	Vancouver, B.C.	38 1	8 2	4 9	7	Richard H. Alexander, Vancouver, B.C.
107,608	Alexandra	Weymouth	Schr—Glt	1901	Weymouth Bridge, N.S.	105 0	27 8	9 8	178	Thomas C. Rice, Weymouth Bridge, N.S.
	Alexina	Montreal	Barge—Chd	1873	Lachine, Que.	85 2	22 0	7 0	97	G. Mattayez, Lachine, Que.
83,258	Alfred	Weymouth	Schr—Glt	1883	Granville, N.S.	47 4	16 3	6 5	29	Peter Belliveau, Belliveau's Cove, N.S.
103,343	Alfred	Montreal	Sloop	1895	Yamaska, Que.	125 4	26 4	10 8	266	Edwardsburgh Starch Co., Ltd., Montreal, Que.
80,694	Alfred	"	"	1881	"	110 0	22 3	7 7	165	R. Bickerdike and R. Ironside, Montreal, Que.
77,577	Alfred Demers	"	Sloop	1878	Three Rivers, Que.	105 0	22 5	7 6	131	The Minister of Public Works, Ottawa, Ont.
94,878	Alfred R. Davison	"	Barge—Chd	1885	Whitehall, N.Y., U.S.A	97 4	17 6	7 0	99	Amedée Mallette, Rigaud, Que.
122,096	Alfreda	Yarmouth	Sloop	1905	Barrington, N.S.	30 0	11 0	6 0	11	Peter Nickerson, Cape Island, N.S.
100,489	Algoma	Lunenburg	Schr—Glt	1892	Dublin Shore, N.S.	62 6	20 8	8 1	56	W. J. Publicover, *et al.*, Dublin Shore, N.S.
125,987	Algonquin	Montreal	Dr'g—Drague	1894 1907	Point Levis, Que. Montreal, Que.	90 8	36 6	6 9	335	Hector M. Connolly, Montreal, Que.
111,647	Alhambra	Lunenburg	Schr—Glt	1901	Mahone Bay, N.S.	88 2	24 5	9 6	90	Thomas Hamm, Lunenburg, N.S.
77,549	Alice	Amherst, N.S.	"	1879	Parrsboro' N.S.	37 0	11 5	4 4	8	W. B. Manning, Parrsboro', N.S.
71,302	Alice	Charlottetown	"	1881	Rexton, N.B.	37 0	12 0	4 7	10	Alex. McArthur, Lot 14, P.E.I.
100,984	Alice	Chatham, N.B.	"	1888	Caraquet, N.B.	35 0	12 5	4 8	11	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
111,843	Alice	"	"	1901	Shippegan, N.B.	73 2	18 4	8 8	66	Wm. Fruing & Co., Ltd., Jersey.

*Formerley a steamer.

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122,057	Alice	Chatham, N.B	Schr—Glt	1907	Shippegan Island, N.B.	37 2	13 2	11 3	15	Sévère Dugué, Shippegan, N.B.
90,866	Alice	Halifax	"	1885	La Have, N.S	36 0	11 4	4 4	12	James Hemlow, jr., Liscomb, N.S.
103,206	Alice	Liverpool	"	1896	Port Mouton, N.S	56 5	18 7	7 6	42	Wm. Burke, Main-à-dieu, N.S.
100,712	Alice	Montreal	Sloop	1893	Yamaska, Que	109 6	22 9	9 6	186	Adolf Lomer, Montreal, Que.
92,776	Alice	New Westminster	"	....	Mud Bay, B.C	32 6	10 5	3 0	9	Donald Urquhart, Vancouver, B.C.
103,440	Alice	Ottawa	Barge—Chd	1890	Buckingham, Que	68 4	14 9	3 4	30	O. M. Harris, Buckingham, Que.
100,382	Alice	Sydney	Schr—Glt	...	Burgeo, Nfld.	37 6	12 0	5 3	10	Wm. Hunt, Sydney, N.S.
100,561	Alice	"	"	1892	Lunenburg, N.S	120 7	25 8	12 9	248	Dominion Coal Co., Ltd., Montreal, Que.
75,612	Alice	Yarmouth	"	1877	Shelburne, N.S.	43 0	15 7	6 8	17	J. J. Duffy, Saulnierville, N.S.
107,313	Alice A	Halifax	"	1899	Grand Desert, N.S	42 0	13 5	5 8	16	W. McPherson, Pope's Harbour, N.S.
74,085	Alice Butt	"	"	1876	Bay St. George, Nfld.	50 0	18 3	7 6	40	Nathaniel Butt, Bay St. George, Nfld.
85,375	Alice E. L	Halifax	"	1882	Moser's River, N.S.	63 4	20 9	7 7	59	James T. Thomson, Halifax, N.S.
111,738	Alice Gertrude	Lunenburg	"	1902	La Have, N.S	83 4	22 3	9 4	81	The Canada Sealing Co. Ltd., Halifax, N.S.
107,992	Alice J. Davis	Canso	"	1899	Canso, N.S.	44 0	14 8	7 1	20	Edward Hearn, Canso, N.S.

116,657	Alice M	Yarmouth	Schr—Glt	1904	Pubnico, N.S.	52	0	16	6	7	5	26	Rémi Boudrot, *et al.*, Petite de Grat N.S.
121,801	Alice M. Atwood	Yarmouth	Sloop	1901	Clarke's Harbour, N.S.	30	0	10	6	6	0	10	D.A. Atwood, Clarke's Harbour, N.S.
103,279	Alice Maud	Chatham, N.B	Schr—Glt	1895	Caraquet, N.B.	36	0	12	0	4	4	10	Fabien Arsenault, Tignish, P.E.I.
64,550	Alice Maud	St. John, N.B	"	1871	St. John, N.B	43	0	16	4	5	4	25	Wm. Langwith, Minudie, N.S.
92,487	Alice Maude	Windsor, N.S.	"	1884	Grand Manan, N.B.	32	0	11	0	6	0	12	John F. Paul, Hall's Harbour, N.S.
88,456	Alice May	Arichat	"	1888	Port Hawkesbury, N.S.	54	1	18	6	6	7	39	Wm. LeVesconte, Descouse, N.S.
88,270	Alice May	St. John, N.B	"	1884	Musquash, N.B.	35	3	12	5	5	0	10	Isaac H. Northup, St. John, N.B.
*90,660	Alice May	Yarmouth	"		Vinalhaven, Me., U.S.A.	46	5	15	4	5	7	18	Chas. Teed, Freeport, N.S.
	Alice Pacy	Montreal	Barge—Chd	1871	Montreal, Que.	115	8	25	0	9	2	240	G. M. Miller and J. G. B. Jones, Montreal, Que.
90,719	Alice Phoebe	Charlottetown	Schr—Glt	1886	Ship Harbour, N.S	62	0	20	5	9	4	71	Thomas Kickham, Souris, P.E.I.
77,725	Alice and Nellie	Digby	"	1878	Freeport, N.S	50	6	17	3	6	2	30	A. T. Thurber, *et al.*, Freeport, N.S.
100,739	Alida A	Windsor, N.S.	"	1894	Cambridge, N.S.	27	9	9	4	3	4	4	Wm. Burgess, Kempt, N.S.
97,194	Alika	Chatham, N.B.	"	1891	Shippegan, N.B.	37	5	12	2	4	6	12	L. Paulin, Shippegan, N.B.
100,857	Alix	Quebec	"	1893	Montmagny, Que.	32	8	12	8	5	6	13	J. A. Martin, Rimouski, Que.
103,731	Alkaline	Parrsboro'	Bk—Bq	1897	Parrsboro', N.S.	173	6	37	1	17	2	626	Alex. Harrison, Philadelphia, Pa., U.S.A.
126,165	Allans No. 1	Montreal	Barge—Chd	1908	Montreal, Que.	139	0	32	9	9	2	250	H. Montague Allan, Montreal, Que.
126,166	Allans No. 2	"	"	1908	"	159	6	30	7	8	9	279	Hugh A. Allan, "
126,167	Allans No. 3	"	"	1908	"	121	0	30	7	7	6	170	Andrew A. Allan, "
126,168	Allans No. 4	"	"	1908	"	100	5	30	6	9	0	152	Bryce J. Allan, Boston, Mass, U.S.A.
126,169	Allans No. 5	"	"	1908	"	117	0	29	6	5	0	105	Joint Owners.
126,170	Allans No. 6	"	"	1908	"	117	8	29	1	7	9	172	
74,410	Alliance	Chatham, N.B	Bgtn—Bkglt	1877	Shippegan, N.B.	90	0	19	5	11	4	99	Wm. Fruing & Co., Ltd., Jersey.
78,034	Alliance	Chatham, Ont.	Schr—Glt	1867	Port Dover, Ont.	47	0	16	8	5	0	33	Arnold Winegardin, Chatham, Ont.
36,176	Alliance	Liverpool	"	1858	Petite Rivière, N.S.	56	2	17	9	7	5	40	C. H. Innes, Liverpool, N.S.
103,478	Allie I. Alger	Victoria	"	1886	Seattle, Wash., U.S.A.	76	0	25	0	8	5	75	John Kingsman, Victoria, B.C.

* Foreign name "P. & B. Crowell."

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112,391	Allumet	Ottawa	Scow—Chd	1902	Ottawa, Ont	52 4	13 5	2 4	27	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
103,769	Alma	Chatham, N.B.	Schr—Glt	1894	Caraquet, N.B.	31 5	12 0	4 4	11	John B. Sirois, Caraquet, N.B.
112,162	Alma	Chatham, N.B.	Schr—Glt	1903	Lameque, N.B.	38 0	13 0	5 6	12	Agapit Duguay, Lameque, N.B.
92,554	Alma	Montreal	Sloop	1881	Sorel, Que.	85 3	19 6	4 1	47	J. Daneau, St. François du Lac, Que.
85,755	Alma	Quebec	Schr—Glt	1882	St. Jean Port Joli, Que.	31 2	11 0	4 3	9	Pierre Bernier, L'Assomption de Macnider, Que.
73,038	Alma	"	Barge—Chd	1866	Batiscan, Que.	71 5	20 0	5 1	48	P. Carrier, Boucherville, Chambly Co., Que.
107,221	Alma	Quebec	Sloop	1897	St. Siméon, Que.	34 4	13 0	4 2	11	Henri Simard, St. Andre de Kamouraska, Que.
107,550	Alma	St. John, N.B	Schr—Glt	1898	Cambridge, N.B.	73 0	24 7	6 5	70	John E. Moore, St. John, N.B.
107,357	Alma	Sydney	"	1898	Aspy Bay, N.S.	52 9	18 1	5 5	34	G. Burton, Aspy Bay, N.S.
103,867	Alma H	Quebec	"	1898	Ship Harbour, N.S.	53 8	16 4	6 8	32	Wm. Lebel, Rimouski, Que.
85,404	Alma L. Gertie	Magdalen Islands	"	1906	Grindstone, Que.	63 3	18 9	7 6	43	John McLean, Souris, P.E.I.
112,105	Alma Nelson	Lunenburg	"	1902	Lunenburg, N.S.	94 6	25 0	10 0	99	David Backman, *et al.*, Lunenburg N.S.
48,198	Almanda	Quebec	"	1864	St. Thomas, Que.	74 0	24 8	9 1	98	Jos. Bergeron, Les Eboulements, Que.
74,266	Almanda	"	"	1876	Cap St. Ignace, Que	60 5	19 0	6 6	41	J. Bouchard, Malbaie, Que.

103,763	Alouette	Chatham, N.B.	Schr—Glt	1896	Caraquet, N.B.	36	0	11	6	4 8	10	Thos. Ahier, Shippen'
88,598	Alph. B. Parker	Digby	"	1885 1906	Tusket Wedge, N.S. Belliveau's Cove, N.S.	67	0	19	1	6 7	45	Samuel Bowdridge, Mur P.E.I.
100,364	Alphonse Pierre	Quebec	Schr—Glt	1891	Bon Desir, Que.	52	6	17	0	5 8	29	Henri St. Gelois, Mille Vaches, Que.
122,133	Alter C.	Yarmouth	Sloop	1906	Clyde, N.S.	30	0	10	6	6 0	10	John Y. Smith, Port La Tour, N.S.
100,617	Altona	Shelburne	Schr—Glt	1894	Sable River, N.S.	47	1	16	2	7 2	28	Henry Matthews, *et al.*, Lockeport, N.S.
122,149	Alva	Yarmouth	Sloop	1907	Clyde, N.S.	31	0	11	0	6 3	11	George H. Lyle, Port LaTour N.S.
94,842	Alzora	Windsor, Ont.	Scow—Chd.	1890	Belle River Ont.	65	0	18	0	3 8	43	Louis Thibert, Belle River, Ont.
116,217	Amable	Quebec	Sloop	1901	Montmagny, Que.	53	6	20	8	5 0	33	Amable Fournier, Montmagny, Que.
107,344	Amanda	Yarmouth	Schr—Glt	1901	Pubnico, N.S.	41	0	12	4	5 0	15	Joseph R. Amiro, Pubnico, N.S.
92,374	Amanda S.	St. John, N.B.	"	1887	Rexton, N.B.	54	3	17	9	4 8	24	W. C. Derry, Dover, N.B.
74,270	Amarilda	Quebec	Schr—Glt	1876	Ste. Luce, Que.	45	9	14	9	5 8	24	C. Vezina, St. Michel de Bellechasse, Que.
126,145	Amarine	Sorel	Sloop	1908	Sorel, Que.	106	6	23	2	7 2	131	Nazaire Laroche, Sorel, Que.
100,810	Amateur	Victoria	Schr—Glt	1892	Seattle, Wash., U.S.A.	43	5	15	3	5 9	18	C. Gibson, Nitinat, B.C.
83,176	Amazon	Magdalen Islands	"	1882	Lunenburg, N.S.	70	6	23	3	8 5	73	Leger Theriault, House Harbour, M.I., Que.
112,101	Ambition	Lunenburg	"	1902	La Have, N.S.	95	8	26	0	10 2	100	A. Himmelman, *et al.*, La Have, N.S.
97,196	Amelia	Montreal	Sloop	1890	Yamaska, Que.	104	3	22	9	7 1	108	O. Desrosiers, Yamaska, Que.
107,311	America	Halifax	Schr—Glt	1898	Shelburne, N.S.	75	0	20	5	9 4	57	James Hanrahan, *et al.*, Ferguson's Cove, N.S.
107,807	America	St. John, N.B.	Sloop	1896	Grand Manan, N.B.	40	6	13	7	5 4	16	Reuben Thurber, Freeport, N.S.
94,892	Americo	New Westminster	Schr—Glt	1887	Nanaimo, B.C.	48	0	14	3	3 3	32	Bernard Buck, Vancouver, B.C.
122,579	Amerite	Yarmouth	Sloop	1907	Stoney Island, N.S.	31	0	12	5	7 0	12	Frederick Swim., M.O., Deep Cove, N.S.
59,372	Amos M. Holt	Digby	Schr—Glt	1876	St. Patrick, N.B.	53	0	19	3	6 0	33	David R. Graves, Granville, N.S.
*99,432	Ancenis	Yarmouth	Ship	1892	Greenock, G.B.	257	0	39	0	22 7	1700	The Ship Ancenis Co., Ltd., Liverpool, G.B.
103,071	Anglesea	Chatham, N.B.	Schr—Glt	1893	Caraquet, NB.	36	2	13	4	5 1	12	H. LeBouthillier, Caraquet, N.B.
71,213	Anglo-Saxon	Sarnia	"	1864	Port Dalhousie, Ont.	133	8	26	0	11 3	253	Executors of the Estate D. D. Calvin, Kingston, Ont.
107,705	Anglo-Saxon	Toronto	House boat	1898	Penetanguishene, Ont.	58	0	22	0	3 0	180	David Davidson, Penetanguishene, Ont.

* Formerly "Lilian L. Robbins."

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85,482	Angola	Liverpool	Schr—Glt	1883	Jordan River, N.S.	82 4	22 2	8 7	94	Chs. Brister, Halifax, N.S.
116,522	Anita	Lunenburg	"	1905	Lunenburg, N.S.	48 6	13 5	6 1	16	Wm. F. Smith and John Himmelman, Rosebay, N.S.
107,803	Anita	St. John, N.B.	Sloop	1896	St. Andrews, N.B.	32 6	12 0	5 0	10	Isaac Trecartin, Grand Manan, N.B.
122,093	Anita	Yarmouth	Sloop	1905	Surette's Island, N.S.	30 0	11 0	6 0	11	Agustin Bourque, Tusket, N.S.
52,032	Anna	Annapolis Royal	Schr—Glt	1865	Wilmot, N.S.	74 8	24 4	8 9	88	J. Brown, Port George, N.S.
92,419	Anna	Chatham, N.B.	"	1889	Shippegan, N.B.	34 7	12 2	5 0	12	Dosithé Chiasson, Shippegan, N.B.
103,073	Anna	"	"	1892	"	35 2	12 8	5 0	11	Luke Friolet, Caraquet, N.B.
103,244	Anna	Montreal	Sloop	1890	Yamaska, Que.	93 0	21 4	5 6	76	Zotique LeBrun, St. Aime, Que.
69,579	Anna	Quebec	Schr—Glt	1865	Chicoutimi, Que.	40 5	13 5	5 5	18	Mrs. H. Brassard, Malbaie Que.
103,837	Anna	"	"	1896	Grondines, Que.	103 2	24 6	8 8	138	T. Rivard, Grondines, Que.
77,772	Anna E. Foster	Goderich	"	1877	Cheboygan, Mich., U.S.A.	66 0	17 0	6 6	39	W. Foster, Owen Sound, Ont.
117,028	Anna F	Sydney	Sloop	1905	Ingonish, N.S.	37 0	12 4	6 3	14	J. Brewer and J. Hawley, Ingonish, N.S.
103,275	Anna Helen	Chatham, N.B.	Schr—Gilt	1894	Tracadie, N.B.	38 5	12 9	5 0	12	Jos. Williston, Chatham, N.B.
80,093	Anna K	St. John, N.B.	"	1881	Greenwich, N.B.	40 4	13 3	5 8	14	George H. Gibson, Margaretsville, N.S.

103,453	Anna Maud	Arichat	Schr—Glt	1892	Georgetown, P.E.I	31 2	13 7	4 6	10	R. H. Munroe, Whitehaven, N.S.
112,146	Annandale	Kingston	House boat	1903	Rockport, Ont.	62 6	22 2	1 2	76	The Rideau House Boat Association Ltd., Kingston, Ont.
80,768	Anne Prudence	Quebec	Schr—Glt	1881	Cap St. Ignace, Que.	41 5	14 7	6 2	24	Joseph Tremblay, Chicoutimi, Que.
92,759	Annette	"	"	1889	Anse St. Jean, Que.	42 0	15 0	6 4	21	M. Blais, jr., Rivière Romaine, coast of Labrador.
57,260	Annie	Arichat	"	1867	La Have, N.S.	70 0	22 0	8 8	68	Edward J. LeBlanc, West Arichat, N.S.
75,888	Annie	Charlottetown	"	1880	Pictou, N.S.	43 3	16 4	5 6	22	J. B. Sundby, Port Elgin, N.B.
72,081	Annie	Chatham, N.B.	"	1875	Richibucto, N.B.	41 3	13 8	4 7	13	John P. Brennan, Alberton, P.E.I.
71,106	Annie	Chatham, Ont	"	1853	Swan Creek, U.S.A.	55 4	16 6	4 4	30	P. Demers and M. Thibeau, Dover East, Ont.
103,507	Annie	Halifax	"	1894	Mahone Bay, N.S.	39 0	12 6	5 6	16	Joshua Hutt, M.O., Alberton, P.E.I.
.....	Annie	Montreal	Barge—Chd	1869	Williamstown, Ont.	121 1	22 9	7 6	185	Ernest Templier, Montreal, Que.
94,897	Annie	New Westminster	Sloop	1889	Vancouver, B.C.	31 0	10 0	5 0	9	Hudson's Bay Co., London, G.B.
80,886	Annie	St. Andrews	Schr—Glt	1881	St. Andrews, N.B.	68 0	18 1	6 2	41	James D. Ells, Kingsport, N.S.
83,030	Annie	Wallaceburg	Barge—Chd	1883	Dresden, Ont.	96 0	24 0	4 7	70	Asa Ribble, Dresden, Ont.
103,061	Annie	Yarmouth	Schr—Glt	1895	Salmon River, N.S.	77 6	25 0	6 5	71	Ben. Gullison, Salmon River, N.S.
112,388	Annie Amelia	Sydney	"	1903	Ingonish, N.S.	40 5	12 5	6 4	13	Matthew Hawley, Ingonish, N.S.
111,422	Annie B.	Halifax	"	1901	Port Felix, N.S.	49 2	16 4	7 7	26	Benjamin Boudrot, Port Felix, N.S.
111,879	Annie B.	Yarmouth	Sloop	1902	Pubnico, N.S.	41 0	14 9	6 6	20	Theod. D'Entrement, Pubnico, N.S.
116,344	Annie B. M.	Arichat	Schr—Glt	1903	L'Ardoise, N.S.	44 6	13 3	6 0	18	The Whitman Fish Co., Ltd., Canso, N.S.
103,027	Annie Blanche	Parrsboro'	"	1895	Parrsboro', N.S.	68 7	22 3	7 1	68	G. R. Smith, *et al.*, Parrsboro, N.S.
72,978	Annie Coggins	Digby	"	1876	Freeport, N.S	67 7	18 0	8 4	22	Robert Redden, Windsor, N.S.
71,261	Annie Cuthbert	Cobourg	Sloop	1874	Cobourg, Ont.	55 4	17 4	7 2	36	Alex. Cuthbert, Cobourg, Ont.
80,627	Annie D	Shelburne	Schr—Glt	1881	Pubnico, N.S.	72 8	23 0	7 9	71	Mrs. Margaret Olsen, Port Hawkesbury, N.S.
90,731	Annie E. Paint	Victoria	"	1885	Port Hawkesbury, N.S.	77 0	24 1	9 2	82	Victoria Sealing Co., Ltd., Victoria, B.C.
90,487	Annie Eliza	Halifax	"	1880	Jeddore, N.S.	35 3	14 3	5 6	14	Arthur Day, Jeddore, N.S.
100,389	Annie M. F.	Sydney	"	1895	Main-à-Dieu, N.S.	37 4	13 0	5 2	13	John Farrell, Main-à-Dieu, N.S.

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75,827	ei Ann G	Halifax	Schr—Glt	1878	Indian Harbour, N.S.	58 8	18 5	8 0	38	J. Rogers, Fortune, Nfld.
122,422	Annie G. W.	Halifax	"	1907	Sheet Harbour, N.S.	42 6	15 0	6 0	17	James Westhaver, Sheet Harbour, N.S.
85,981	Annie Gale	St. John, N.B.	"	1882	Waterborough, N.B.	77 8	26 4	7 0	97	Stephen B. Kelly, River Hebert, N.S.
61,595	Annie Louisa	Halifax	Schr—Glt	1876	Jordan River, N.S.	56 6	20 0	7 5	40	Oscar O. Dauphinee, M.O., Marriott's Cove, N.S.
117,134	Annie Lue	Yarmouth	Sloop	1904	Shelburne, N.S.	33 0	11 4	6 0	10	J. M. Crowell, M.O., Port La Tour, N.S.
107,766	Annie M.	Canso	Schr—Glt	1903	Queensport, N.S.	48 0	15 8	8 5	29	John O'Leary, Queensport, N.S.
112,021	Annie M.	Charlottetown	"	1902	Miminegash, P.E.I.	35 6	13 9	6 1	20	Henry Perry, Palmer Road, P.E.I.
100,960	Annie M.	Chatham, N.B.	"	1890	Shippegan, N.B.	36 2	12 3	4 8	11	W. S. Loggie Co., Ltd., Chatham, N.B.
107,069	Annie M.	St. John, N.B.	Sloop	1897	St. John, N.B.	42 2	14 3	4 0	18	Edward McGuiggan, jr., St. John, N.B.
111,737	Annie M. W	Lunenburg	Schr—Glt	1902	LaHave, N.S.	90 4	24 3	9 3	98	Edgerton Ritcey, M.O., Riverport, N.S.
59,172	Annie McNairn	Halifax	"	1868	Buctouche, N.B.	128 6	30 7	12 8	368	Geo. E. Franklyn, Halifax, N.S.
103,463	Annie May	Arichat	"	1899	River Bourgeoise, N.S.	39 4	13 4	4 9	11	John J. Langley, Sunnyside, N.S.
111,472	Annie May	"	"	1900	Rockdale, N.S.	44 5	11 2	7 0	17	J. E. Jean and W. G. Jean, J.O., Arichat, N.S.
111,526	Annie May	Digby	"	1900	Port Lorne, N.S.	28 0	11 3	5 8	11	David Sabeans, Port Lorne, N.S.

121,933	Annie May	Halifax	Schr—Glt	1906	Spry Bay, N.S.	48 5	14 3	7 6	24	John A. Gerrard, M. O., Spry Bay, N.S.
83,413	Annie Minnes	Port Hope	"	1867 / 1881	Portsmouth, Ont.	101 9	24 9	8 6	155	W. H. Braund, Port Hope, Ont.
100,512	Annie Pearl	Moncton	"	1892	Parrsboro', N.S.	56 2	17 8	6 4	40	J. W. Y. Smith, Moncton, N.B.
90,495	Annie S	Halifax	"	1885	Ship Harbour, N.S.	49 3	17 6	7 0	34	David A. Boudro, Port Felix, N.S.
107,279	Annie Smith	Paspebiac	Bktn—Bkglt	1899	Liverpool, N.S.	120 0	29 4	10 8	249	W. T. Smith, New Carlisle, Que.
121,890	Annie Smith	Yarmouth	Sloop	1906	Clyde, N.S.	34 0	12 0	6 0	13	William L. Smith, Port LaTour, N.S.
90,622	Annie T. McKie	Charlottetown	Schr—Glt	1881	New London, P.E.I.	69 0	21 0	9 0	68	Joseph A. Hawes, Parrsboro', N.S.
80,992	Annie W	Guysboro'	"	1883	Wine Harbour, N.S.	37 5	11 0	4 4	10	Elijah Walters, Wine Harbour, N.S.
103,991	Annie & Lillie	St. Andrews	Sloop	1897	Grand Manan, N.B.	26 0	12 5	6 5	10	Joseph Hatt, Grand Manan, N.B.
90,655	Annina	Yarmouth	Schr—Glt	1886	Eel Brook, N.S.	40 4	13 0	4 3	12	Hilaire Bourque, Eel Brook, N.S.
75,631	Antelope	Toronto	"	1873	Port Dalhousie, Ont.	138 6	26 3	11 4	334	Albert J. Foster and Amelia Ure, J.O., Toronto, Ont.
55,044	Antiope	Victoria	Bk—Bq	1866	Port Glasgow, G.B.	242 3	38 4	23 7	1380	Peter J. R. Mathieson, Ladysmith, B.C.
38,498	Appoline	Arichat	Schr—Glt	1868	River Inhabitants, N.S.	51 8	18 9	8 1	40	C. D. Terrio, Arichat, N.S.
100,671	April	Vancouver	Scow—Chd	1888	Vancouver, B.C.	80 8	23 2	6 2	96	Gordon T. Legg, Vancouver, B.C.
74,205	Arab	Montreal	Barge—Chd	1876	Montreal, Que.	122 9	26 9	7 5	204	D. Anderson, Montreal, Que.
100,987	Arabi	Chatham, N.B.	Schr—Glt	1890	Shippegan, N.B.	34 6	13 1	4 8	12	P. Rive, Caraquet, N.B.
117,750	Arabia	Lunenburg	"	1902	La Have, N.S.	84 5	23 2	9 0	80	Wm. Forsey, Grand Bank, Nfld.
121,652	Arabia	Yarmouth	Sloop	1904	Tusket Wedge, N.S.	33 0	10 6	6 0	10	Eloi J. Leblanc, M.O., Tusket Wedge, N.S.
	Arabian	Montreal	Barge—Chd	1865	Yamaska, Que.	76 3	20 9	5 5	61	Narcisse Forcier, St. Aimé, Que.
38,355	Arbutus	Arichat	Schr—Glt	1852	Essex, Mass., U.S.A.	64 0	19 9	7 0	44	Saml. Lawrence, Margaree, N.S.
121,943	Arcade	Sorel	Sloop	1907	Pierreville, Que.	109 0	23 2	7 7	140	Agapit Daneau, Notre Dame de Pierreville, Que.
126,186	Archie Crowell	Shelburne	Schr—Glt	1908	Shelburne, N.S.	106 0	27 0	10 0	175	Zepheniah Nickerson, Port Clyde, N.S.
107,182	Arclight	Charlottetown	"	1898	Souris, P.E.I.	91 0	27 5	8 8	103	Jas. Poole, Channel, Nfld.
	Arctic	St. Catharines	"	1858	Port Dalhousie, Ont.	130 0	21 0	8 2	172	Catherine Sidley, Belleville, Ont.
100,612	Ardella	Shelburne	"	1892	Sand Point, N.S.	27 6	12 0	5 6	10	Peter M. Crowe, Shelburne, N.S.

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96,739	Argeline	Chatham, N.B.	Schr—Glt	1890	Caraquet, N.B.	37 0	13 0	5 4	14	O. Gionet, Caraquet, N.B.
103,085	Argentina	"	"	1894	"	37 4	13 3	5 0	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
121,698	Argo	Yarmouth	Sloop	1904	Tusket Wedge, N.S.	32 0	11 0	6 0	10	C. L. Nickerson, Deep Cove, N.S.
94,778	Argosy	Lunenburg	Schr—Glt	1888	Lunenburg, N.S.	73 5	23 5	9 0	84	J. H. Beaver, Pleasant Harbour, N.S.
83,478	Argyle	St. Andrews	"	1880	Argyle, N.S.	34 4	11 0	5 0	10	Andrew McGee, St. George, N.B.
111,762	Ariadne	Kingston	"	1901	Amherst Island, Ont.	57 6	14 5	4 0	23	E. Burnside and R. T. Loughlin, Wolfe Island, Ont.
103,647	Ariadne	"	"	1891	Cape Vincent, N.Y., U.S.A.	56 3	18 3	4 5	16	J. McIntosh, South Marysburg, Ont.
112,102	Ariadne	St. John, N.B.	"	1902	PetiteRivière, N.S.	63 4	19 1	7 4	48	Holland D. Outhouse, Tiverton, N.S.
103,487	Ariadne	Victoria	Yawl—Yole	1896	Esquimault, B.C.	46 8	15 2	7 0	23	T. E. Williams, Gloucestershire, G.B.
107,078	Ariel	St. John, N.B.	Sloop	1894	Rothesay, N.B.	27 0	10 8	4 4	7	R. Matthews, St. John, N.B.
90,870	Arietis	Victoria	Schr—Glt	1887	Lunenburg, N.S.	77 6	23 5	8 8	86	Victoria Sealing Co., Ltd., Victoria, B.C.
88,313	Arinda	Quebec	Sloop.	1885	St. Thomas, Que.	50 8	17 0	4 6	23	Hamilton Powder Co., Montreal, Que.
85,756	Aristile	"	Schr—Glt	1883	Natashquan, Que.	40 8	15 2	6 1	19	Louis St. Hilaire, Baie St. Paul, Que.
112,314	Aritus	St. Andrews	Sloop.	1902	Campo Bello, N.B.	34 5	13 0	7 8	16	Ralph Colson, Campo Bello, N.B.

83,307	Arizona	Liverpool	Schr—Glt	1883	Port Medway, N.S.	84 0	25 0	9 8	99	T. J. Boudrot, Arichat, N.S.
71,030	Arizona	Yarmouth	"	1876	Pubnico, N.S.	81 9	22 6	8 8	85	L. D. D'Entrement, Pubnico, N.S.
72,957	Ark	St. Catharines	"	1875	Port Dalhousie, Ont.	175 6	35 6	10 4	521	The Montreal Lighterage Co., Ltd., Montreal, Que.
116,499	Arkansas	Lunenburg	Schr—Glt.	1903	Lunenburg, N.S.	99 6	26 0	10 0	98	Samuel Piercy, Grand Bank, Nfld.
100,587	Armand	Montreal	Barge—Chd	1892	Yamaska, Que.	131 6	27 9	11 2	256	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
107,439	Arminta	St. Andrews	Sloop	1894	Digby, N.S	35 0	12 2	5 0	15	Judson L. Guptill, Grand Manan, N.B.
116,501	Arnold	Lunenburg	Schr—Glt.	1904	La Have, N.S	94 6	25 0	10 0	99	Nathaniel Smith, M.O., Halifax, N.S.
107,913	Arnold B.	St. Andrews	Sloop	1897	Church Point, N.S.	29 0	11 3	4 6	10	Henry H. Cheney, Grand Manan, N.B.
121,695	Aroma S.	Yarmouth	"	1904	Pubnico, N.S.	34 0	11 4	6 0	10	L. C. Amiro, M. O., Pubnico, N.S.,
103,205	Aroostook	Lunenburg	Schr—Glt.	1880	Essex, Mass., U.S.A.	75 0	22 0	7 9	67	Alton Westhaver, Martin's Brook, N.S.
85,694	Arrow	Chatham, N.B	"	1883	Bathurst, N.B.	41 4	13 2	5 0	14	William Daly, Bathurst, N.B.
121,946	Arthur	Sorel	Barge—Chd	1907	Sorel, Que.	109 0	22 8	9 6	198	J. L. B. Leclaire, Sorel, Que.
111,927	Arthur	Toronto	Schr—Glt.	1873	Manitowoc, Wis., U.S.A	148 0	26 2	11 3	327	The Elias Rogers Co., Ltd., Toronto, Ont.
71,032	Arthur	Yarmouth	"	1876	Meteghan, N.S.	47 5	16 7	5 7	22	Wesley Outhouse, Westport, N.S.
116,911	Arthur H. Wight	Lunenburg	"	1904	Liverpool, N.S.	103 0	25 5	9 5	99	The Atlantic Fish Companies, Ltd., M.O., Lunenburg, N.S.
107,844	Arthur Hannah	Toronto	"	1899	Port Rowan, Ont.	47 5	16 0	4 6	22	Caleb Hopkins, Port Credit, Ont.
85,299	Arthur P.	Montreal	Barge—Chd	1882	Sorel, Que.	116 5	24 3	8 7	182	Prosper Laplante, Lachine, Que.
*94,886	Asia.	"	"	1889	Pierreville, Que.	107 0	23 3	9 6	179	Dolphin Hamel, St. Thomas de Pierreville, Que.
126,283	Asp.	St. John, N.B.	Dredge—Drague	1906	Gagetown, N.B.	60 5	20 7	5 3	82	Jas. S. Gregory, St. John, N.B.
107,436	Asthore.	St. Andrews	Sloop	1899	Calais, Me., U.S.A.	15 8	6 3	1 6	1	W. B. Ganong, St. Stephen, N.B.
112,122	Atalaya	Lunenburg	Schr—Glt	1903	Lunenburg, N.S.	89 0	24 6	9 0	79	W. C. Smith & Co., Ltd., M. O., Lunenburg, N.S.
103,734	Athelia.	Parrsboro	Schr—Glt	1897	Moose River, N.S.	52 3	19 0	6 2	40	Mrs. Carrie A. Elliott, Economy, N.S.
126,131	Atheling	Halifax	Schr—Glt	1908	Jeddore, N.S.	63 8	19 7	8 2	63	Arthur Webber, Jeddore, N.S.
92,498	Athena	Windsor, N.S.	Bk—Bq	1888	Newport, N.S	164 4	36 5	16 1	663	Thomas C. Thomson, Mobile, Ala., U.S.A.
121,895	Athlete.	Shelburne	Sloop	1906	Shelburne, N.S.	38 0	13 0	5 7	13	John C. Cook, Grand Harbour, N.B.

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103,495	Athlon	Lunenburg	Schr—Glt	1895	La Have, N.S	87 5	23 6	9 4	99	Wm. H. Bennett, Bay St. George, Nfld.
100,107	Athol	Parrsboro'	"	1891	Advocate, N.S	73 6	24 4	6 5	70	Daniel Desmond, Parrsboro', N.S.
*111,487	Atlantic	Quebec	Barge—Chd	1879	Philadelphia, U.S.A	153 6	28 2	9 6	271	William Desrosiers, Lanoraie, Que.
77,601	Atlas	Lunenburg	Schr—Glt	1878	LaHave, N.S	64 4	20 0	7 9	52	Simon Naas, Lunenburg, N.S.
107,828	Atlas	Victoria	Barge—Chd	1882	Victoria, B.C	115 5	23 0	9 2	176	Pacific Barge Co., Ltd., Victoria, B.C.
116,921	Atlin	"	"	1904	White Horse, Y.T	58 0	18 0	4 0	34	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,996	Au revoir	St. Andrews	Sloop	1897	West Isles, N.B	35 0	13 8	5 0	15	Fredk. S. Russell, Grand Manan, N.B.
83,433	Audacieux	Weymouth	Schr—Glt	1886	Meteghan River, N.S	79 7	23 4	9 0	99	D. J. Melançon, Gilbert's Cove, N.S.
111,557	Audley R	St. Andrews	Sloop	1894	West Isles, N.B	38 0	13 0	4 6	19	S. R. Watt, Grand Manan, N.B.
121,685	Augusta	Yarmouth	Sloop	1904	Tusket Wedge, N.S	34 0	11 0	6 0	11	L. D. Boudreau, M.O., Tusket Wedge, N.S.
107,603	Augusta Evelyn	St. John, N.B	Schr—Glt	1900	Belliveau's Cove, N. S	53 0	17 5	7 0	31	James Scovil, Grand Manan, N.B.
100,360	Auguste	Quebec	"	1890	St. Thomas, Que	67 5	21 4	5 6	49	Evan John Price, Quebec, Que.
96,919	Augustus	Kingston	"	1893	Garden Island, Ont	177 5	39 6	15 0	802	The Montreal Transportation Co., Ltd., Montreal, Que.
97,134	Aurelia	Quebec	"	1886	Mille Vaches, Que	38 8	14 8	4 6	14	J. L. Fequet, Bonne Esperance, Coast of Labrador.

* Formerly "Wanderer," and a steamer.

94,727	Aurelia	St. John, N.B	Schr—Glt	1889	Hall's Harbour, N.S	40 8	15 5	6 0	22	Chas. Watt, Grand Manan, N.B.
73,058	Aurélie	Quebec	Barge—Chd	1873	Yamaska, Que	102 1	22 2	7 5	127	Alexander Laplante, Lachine, Que.
90,795	Aurora	Victoria	Schr—Glt	1888	Mayne Island, B.C	66 7	18 4	6 4	41	Victoria Sealing Co., Ltd., Victoria, B.C.
94,980	Aurore	Yarmouth	"	1890	Pubnico, N.S	81 1	22 2	7 6	86	Edward Boswell and Allan McLean, Crapaud, P.E.I.
83,469	Austin P	St. Andrews	"	1882	West Isles, N.B	32 0	13 5	6 0	12	Chas. W. Stewart, West Isles, N.B.
94,791	Autumn Belle	Richibucto	"	1888	Richibucto, N.B	37 2	13 4	5 0	15	John Robertson, Rexton, N.B.
107,903	Ava M	St. Andrews	Sloop	1899	West Isles, N.B	35 0	13 3	6 0	17	George A. Johnson, Grand Manan, N.B.
92,500	Avalon	Windsor, N. S	Schr—Glt	1888	Advocate, N.S	93 9	28 2	7 9	116	J. Willard Smith, St. John, N.B.
88,699	Avenue	St. John, N.B.	"	1885	Waterborough, N.B	65 4	23 0	6 1	51	Wm. N. Durost, Cambridge, N.B.
103,745	Avis	Quebec	"	1896	La Have, N.S	85 9	24 3	9 4	100	Wm. Bouchard, M.O., St. Simeon, Que.
111,504	Avis	St. John, N.B	Sloop	1895	Perth Amboy, Me., U.S.A	31 0	8 3	2 9	4	John B. Cudlip, St. John, N.B.
103,127	Avis C. Tobey	St. Andrews	"	1896	West Isles, N.B	35 0	12 4	4 8	13	H. H. Bancroft, Grand Manan, N.B.
116,824	Avis Pauline	Barrington	Sloop	1903	Clarke's Harbour, N.S	31 6	11 9	5 4	12	Peter Kenney, Clarke's Harbour, N.S.
100,578	Avon	Halifax	Schr—Glt	1893	La Have, N.S	57 9	20 1	7 9	49	John Driscoll, Conception Harbour, Nfld.
103,216	Avon	Ottawa	Scow—Chd	1890	Buckingham, Que	50 0	14 4	4 3	16	George Bothwell, Buckingham, Que.
75,643	Ayr	St. Catharines	Schr—Glt	1858	Port Dalhousie, Ont	132 0	23 4	11 3	299	Alexander McArthur, Toronto, Ont.
	Azov	Hamilton	Schr—Glt	1866	Wellington Square, Ont.	108 1	23 7	10 0	195	John McDonald, Goderich, Ont.
116,996	B	Ottawa	Barge—Chd	1903	Barry's Bay, Ont	50 0	12 0	4 0	16	The Canada Corundum Co., Ltd., Toronto, Ont.
122,529	B. H	Vancouver	Scow-Chd	1907	Vancouver, B.C	73 9	30 0	8 0	158	Bermuda Steamship Co., Ltd., Vancouver, B.C.
107,928	B. No. 1	New Westminster	Barge—Chd	1900	New Westminster, B.C	73 0	28 0	6 0	123	The B. C. Mills, Timber & Trading Co., Vancouver, B.C.
111,601	B. No. 13	"	"	1891	New Westminster, B.C	58 0	19 0	5 0	134	The B.C. Mills Timber & Trading Co., Vancouver, B.C.
100,463	B. C	Quebec	Schr—Glt	1891	St. Thomas, Que	37 4	12 6	5 0	15	E. Caron, Montmagny, Que.
121,982	B. C. C. No. 3	Victoria	Barge—Chd	1905	Ladners, B.C	49 5	18 3	5 0	49	British Columbia Canning Co., Ltd., London, Eng.
121,983	B. C. C. No. 4	"	"	1906	"	45 5	16 2	5 0	33	" " "

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
126,234	B. C. S. and G. Co. No. 1	Victoria	Barge—Chd	1908	Sidney, B.C.	90 0	30 7	8 0	166	British Columbia Sand & Gravel Co., Ltd., Victoria, B.C.
107,719	B. K. C. 1	Vancouver	Scow—Chd	1899	New Westminster, B.C.	52 0	12 3	3 7	21	Geo. W. Dawson, Vancouver, B.C.
107,720	B. K. C. 2	"	"	1899	"	52 0	12 3	3 7	21	" "
111,607	B. S. M. No. 7	New Westminster	Barge—Chd	1892	"	64 0	20 0	6 0	64	The Brunette Sawmill Co., Ltd., New Westminster, B.C.
100,547	B. and C.	Digby	Sloop	1893	Deer Island, N.B.	40 0	15 0	7 0	14	John W. Thurber, Freeport, N.S.
100,018	B. B. Hardwick	Annapolis Royal	Schr—Glt	1897	Clementsport, N.S.	96 5	28 2	9 0	123	Saml. Potter, Clementsport, N.S.
103,503	B. G. Anderson	Lunenburg	"	1896	Lunenburg, N.S.	85 2	23 6	9 3	95	Wm. Morrison, Bay St. George, Nfld.
103,858	B. & B. Holland	Halifax	Schr—Glt	1897	Duncan's Cove, N.S.	52 8	14 4	7 2	26	W. W. Jackson, Rose Blanche, Nfld.
83,066	B. Donaldson	Ottawa	Barge—Chd	1881	Hull, Que.	111 2	22 5	7 8	162	John O'Toole, Ottawa, Ont.
38,501	B. Wier & Co.	Arichat	Schr—Glt	1869	L'Ardoise, N.S.	54 3	16 0	5 6	25	Thomas D. Morrison, Descouse, N.S.
50,717	Babineau & Gaudry	Quebec	"	1864	Grondines, Que.	95 5	23 5	9 8	156	Hiram Ives, Windsor, Ont.
74,308	Bald Eagle	Yarmouth	"	1876	Short Beach, N.S.	40 2	15 3	5 2	14	A.O.H. Wilson, St. John, N.B.
103,347	Balmoral	Montreal	Barge—Chd	1894	Montreal, Que.	104 4	23 2	8 7	179	J. Gagnon, St. Henri, Que.
107,752	Baltic	Charlottetown	Schr—Glt	1847	Essex, Mass., U.S.A.	75 2	19 6	8 1	64	J. G. Scrimgeour, Cardigan, P.E.I.

.....	Baltic	Montreal	Barge—Chd	1873	Rivière du Loup, Que.	103 0	20 8	6 5	130	E. Lapointe, St. Henri, Que.
116,760	Baltic	Toronto	"	1856	Philadelphia, Pa., U.S.A.	136 0	22 0	9 0	194	John Galna and R. W. Danter, J.O., Parry Sound, Ont.
72,590	Bangalore	Kingston	Schr—Glt	1877	Kingston, Ont.	136 0	26 2	12 0	296	A. Rondeau, Lanoraie, Que.
.....	Bangor	Montreal	Barge—Chd	1872	Pierreville, Que.	97 7	19 0	6 1	105	O. Paul Hus, Sorel, Que.
72,069	Barbara Fritchie	Arichat	Schr—Glt	1866	Kennebunk, Me., U.S.A.	72 6	20 4	7 3	63	Jas. Byrne, St. Lawrence, Nfld.
103,501	Barcelona	Lunenburg	"	1896	LaHave, N.S.	84 9	24 3	9 3	99	W. J. and Geo. Borgal, Pleasant Harbour, N.S.
107,267	Barge No. 1	Ottawa	Barge—Chd	1898	Hull, Que	50 4	31 9	4 9	48	H. F. Cumming and J. B. McMillan, J.O., Cornwall, Ont.
107,268	Barge No. 2	"	"	1898	"	81 0	28 0	5 0	60	Wm. Lawlor, Hawkesbury, Ont.
107,269	Barge No. 3	"	"	1898	"	81 0	20 1	5 0	54	" "
107,270	Barge No. 4	"	"	1898	"	81 0	20 1	5 0	54	Contractors' Supply Co., Ltd., Ottawa, Ont.
74,381	Bark Swallow	Toronto	Schr—Glt	1872	Port Credit, Ont.	42 4	11 5	4 0	14	J. H. Hill, M.O., Port Credit, Ont.
98,301	Baroda	Victoria	Ship	1891	Dumbarton, G.B	237 5	36 2	21 5	1353	James Dunsmuir, Victoria, B.C.
94,621	Barrington	Ottawa	Schr—Glt	1887	Shelburne, N.S.	75 0	22 4	9 8	81	Minister of Marine and Fisheries Ottawa, Ont.
100,004	Bartholdi	Annapolis Royal	"	1891	Granville, N.S.	126 0	30 0	12 2	299	T. C. Thomson, Mobile, Ala., U.S.A.
111,900	Basile	Weymouth	"	1906	Belliveau's Cove, N.S.	95 0	27 8	10 0	158	Benjamin Belliveau, M.O., Belliveau's Cove, N.S.
*112,383	Basutoland	Liverpool	"	1870 1903	Bath, Me., U.S.A. Liverpool, N.S.	116 9	29 0	8 4	190	Reynolds Harrington, Sydney, N.S.
97,188	Bay Queen	Digby	"	1891	Mount Denison, N.S	51 0	16 2	6 5	32	Wm. Trahan, Belliveau's Cove, N.S.
75,609	Bear River	"	"	1878	Bear River, N.S.	57 0	18 6	6 3	38	John H. Lent, *et al.*, Bear River, N.S.
122,185	Beatrice	Arichat	"	1898	Queensport, N.S.	38 0	10 2	6 1	11	Joseph C. Ryan, Canso, N.S.
116,828	Beatrice	Barrington	Sloop	1903	Clarke's Harbour, N.S.	32 6	12 0	6 1	12	Frank A. Swim, Clarke's Harbour, N.S.
97,077	Beatrice	Charlottetown	Schr—Glt	1893	Souris, P.E.I.	32 8	11 1	5 3	8	Benjamin Clow, Murray Harbour, P.E.I.
85,345	Beatrice	Chatham, N.B.	"	1883	Lunenburg, N.S	74 4	25 6	8 4	79	Alfred Manley, Halifax, N.S.
117,185	Beatrice	Charlottetown	"	1905	Elm Tree, N.B	65 0	19 0	7 5	51	Patrick McCarthy, Souris, P.E.I.
116,672	Beatrice	St. Andrews	Sloop	1897	West Isles, N.B.	36 6	13 8	6 0	19	Henry Benson, Grand Manan, N.B.
107,130	Beatrice L. Corkum	Halifax	Schr—Glt	1899	Lunenburg, N.S.	91 8	24 5	9 5	81	John A. Bechtel, Victoria, B.C.

* Formerly "Samuel C. Hart."

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116,498	Beatrice S. Mack	Lunenburg	Schr—Glt	1903	Lunenburg, N.S.	92 4	24 8	10 0	99	Wm. C. Smith, *et al.*, Lunenburg, N.S.
74,239	Beau Rosier	Montreal	Sloop	1875	St. Thomas, Que.	89 0	21 0	5 6	75	J. A. Bonin, Lanoraie, Que.
66,075	Beauport	Montreal	Barge—Chd	1873	Point Lévis, Que.	145 6	29 3	9 9	334	J. E. Robillard, Montreal, Que.
33,654	Beaver	Chatham, N.B.	Sloop	1878	Paspébiac, Que.	45 0	15 4	6 6	28	A. Loggie, M.O., Chatham, N.B.
100,056	Beaver	St. John, N.B.	Schr—Glt	1890	Perry's Point, N.B	117 8	28 0	9 2	192	S. F. Hatfield (ship's husband), St. John, N.B.
112,160	Beaver II.	Chatham, N.B.	"	1903	Shelburne, N.S.	58 0	21 8	6 5	53	Robert Loggie, M.O., Loggieville, N.B.
111,943	Beaver No. 3.	New Westminster	Barge—Chd	1900	Blaine, Wash., U.S.A.	55 0	13 0	3 6	22	National Packing Co., Vancouver, B.C.
61,431	Bee	Chatham, N.B.	Schr—Glt	1874	Shippegan, N.B.	35 0	11 4	4 5	11	Paul Noël, Shippegan, N.B.
100,983	Bee	"	"	1888	Caraquet, N.B.	35 6	12 0	5 6	11	C. Robin, Collas & Co., Ltd., Halifax, N.S.
.....	Bee	Montreal	Barge—Chd	1858	Montreal, Que.	93 8	18 1	5 1	82	Amb. Bertrand, Vaudreuil, Que.
107,892	Bel	"	Sloop	1900	Yamaska, Que.	90 7	21 6	6 1	87	Jos. Myette, Ste. Anne de Sorel, Que.
72,986	Belknap	Wallaceburg	Barge—Chd.	1874	Port Huron, Mich., U.S.A.	81 5	19 0	4 3	46	John Cooper, Chatham, Ont.
88,569	Bella	Kingston	"	1870	Garden Island, Ont.	166 0	26 5	11 9	434	Montreal Transportation Co., Ltd., Montreal, Que.
122,109	Bella	Yarmouth	Sloop	1906	Tusket Wedge, N.S.	36 0	13 0	7 0	18	William Pothier, M.O., Tusket Wedge, N.S.

*103,631	Bella Ritchie	Ottawa	Barge—Chd.	1895	Quyon, Que.	87 7	15 9	6 4	27	P. G. Cavanagh, Perth, Ont.
116,303	Bella Rose	Charlottetown	Schr—Glt	1905	Bayfield, P.E.I.	41 6	13 6	5 8	21	John McLean, Souris East, P.E.I.
74,141	Belle	Guysboro'	"	1876	Lower Dublin, N.S.	52 0	17 3	7 0	31	Alex. Jackson, Murray Harbour, P.E.I.
96,868	Belle	Montreal	Barge—Chd	1897	Toronto, Ont.	130 0	27 0	11 0	335	Montreal Transportation Co., Ltd., Montreal, Que.
116,960	Belle Hanscom	Sarnia	Barge—Chd.	1874	Toledo, O., U.S.A.	129 5	24 6	10 5	299	The Reid Wrecking Co., Ltd., Sarnia, Ont.
92,609	Belle of the Bay	Sydney	Schr—Glt	1889	Little Bras d'Or, N.S.	33 7	12 5	4 6	11	Patrick Burke, Mira Bay, N.S.
61,409	Belmont	Chatham, N.B.	"	1871	Caraquet, N.B.	38 5	13 7	5 4	13	P. Callichan, Caraquet, N.B.
83,432	Belmont	Lunenburg	"	1886	Gilbert Cove, N.S.	80 0	23 4	8 2	98	Mrs. C. S. H. Pearl, Mahone Bay, N.S.
83,050	Belmont	Shelburne	"	1882	Shelburne, N.S.	63 0	20 5	7 9	54	Jos McGill, Shelburne, N.S.
98,630	Belmont	Yarmouth	Bk—Bq	1891	Port Glasgow, G.B.	236 4	38 1	21 8	1415	The Belmont Shipping Co., Ltd., Yarmouth, N.S.
103,187	Ben Bolt	Yarmouth	Schr—Glt	1896	Lockeport, N.S.	98 9	23 4	9 1	91	The Yarmouth Trading Co., Limited, M.O., Yarmouth, N.S.
103,072	Ben Hur	Chatham, N.B.	Schr—Glt	1892	Tracadie, N.B.	34 0	12 2	5 2	11	Adolf LeClerc and John LeClerc, Caraquet, N.B.
117,192	Ben Lomond	Kenora	Barge—Chd.	1897	Keewatin, Ont.	50 0	20 5	4 4	45	H. J. Davis, Kenora, Ont.
96,787	Benecia Boy	Halifax	Schr—Glt	1889	Straits of Canso, N.S.	31 2	10 8	6 6	11	Michael Crispo, Harbour au Bouche, N.S.
107,566	Benefit	Parrsboro'	"	1900	Port Greville, N.S.	116 8	28 9	10 2	229	Alfred Potter, Canning, N.S.
88,300	Bernadette	Quebec	Schr—Glt	1883	Bay St. Paul, Que.	43 8	16 5	6 5	28	Mrs. Lucy Boily, Baie St. Paul, Que.
107,237	Bernadette	"	Sloop	1898	Isle aux Grues, Que.	35 0	13 8	4 4	13	Jos. Lachance, Isle aux Grues, Que.
122,102	Bernice N	Yarmouth	Sloop	1905	Shelburne, N.S.	30 0	11 0	6 0	10	John C. Nickerson, M.O., Woods Harbour, N.S.
77,789	Bertha	Port Medway	Schr—Glt	1881	Port Medway, N.S.	54 5	18 9	7 4	42	Minnie Sabean, Port Medway, N.S.
97,028	Bertha	Yarmouth	"	1880	Port Maitland, N.S.	33 0	11 3	4 6	10	Alex. Shaw, Yarmouth, N.S.
122,453	Bertha A	Yarmouth	Sloop	1907	Clyde, N.S.	34 0	11 0	6 0	12	Thomas Ross, Port LaTour, N.S.
100,253	Bertha Belle	Halifax	Schr—Glt	1894	Moser's River, N.S.	52 2	17 2	6 6	32	J. F. Guite, Maria, Que.
73,969	Bertha E.	"	"	1877	Liverpool, N.S.	44 4	16 3	6 6	21	W. H. Doggett, White Point, N.S.
90,900	Bertha Kelley	Yarmouth	Sloop	1886	Tusket Wedge, N.S.	34 0	13 3	5 1	12	Benj. Davis, Yarmouth, N.S.
122,127	Bertha M.	Halifax	Schr—Glt	1907	Chester, N.S.	45 0	12 4	5 4	14	J. Foster Rood, Halifax, N.S.

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88,251	Bertha Maud	St. John, N.B.	Schr—Glt	1883	Waterborough, N.B.	74 6	26 3	6 8	82	St. John Sulphite Pulp Co., Ltd., Leven, G.B.
107,911	Bertie	St. Andrews	Sloop	1894	Digby, N.S.	34 0	11 8	5 0	13	Judson L. Guptil, jr., Grand Manan, N.B.
107,051	Bertie C	Barrington	"	1897	Eel Brook, N.S.	43 0	15 3	4 8	13	Thos. D. Crowell, Shag Harbour, N.S.
100,111	Bess	Digby	Schr—Glt	1891	Port Greville, N.S.	46 1	16 3	5 9	24	S. Oliver and R. Hayes, Port Oliver, N.S.
100,545	Bessie	"	"	1896	Plympton, N.S.	78 8	24 0	8 2	88	Wm. M. Warner, Plympton, N.S.
100,373	Bessie	Sydney	Schr—Glt	1891	Little Bras d'Or, N.S.	44 8	16 5	6 2	20	James Warburton, Glace Bay, N.S.
94,662	Bessie Florence	Halifax	"	1888	Mahone Bay, N.S.	33 6	12 3	5 5	12	James Howard, Terence Bay, N.S.
85,622	Bessie G.	Parrsboro'	"	1884	Parrsboro', N.S.	76 0	25 5	6 9	69	J. N. Pugsley, *et al.*, Parrsboro', N.S.
88,267	Bessie May	Yarmouth	"	1883	Carlton, N.B.	50 0	16 4	5 8	23	William A. Killam, Yarmouth, N.S.
96,931	Bessie S. Keefer	Charlottetown	"	1890	Murray Harbour, P.E.I.	68 5	23 2	8 5	79	Wm. A. Horton, *et al.*, Murray Harbour, P.E.I.
96,725	Bessie T	Chatham N.B.	"	1889	Tracadie, N.B.	31 6	12 3	4 5	10	Donald Loggie, Church Point, N.B.
122,089	Bessie Willow	Charlottetown	"	1907	Point Prim, P.E.I.	39 6	12 2	5 4	17	Samuel McLeod, Point Prim, P.E.I.
111,559	Beta	St. Andrews	Sloop	1896	West Isles, N.B.	37 0	12 4	5 5	15	F. S. McLaughlin, Grand Manan, N.B.
73,985	Bethlcem	Quebec	Barge—Chd	1874 1904	St. Jean Deschaillons, Que Leclercville, Que.	97 4	25 3	7 6	129	Mrs. Marie A. Beaudet, Deschaillons, Que.

.....	Betsey.....	Toronto.....	Schr—Glt	1868	Toronto, Ont.....	45 0	12 0	3 7	19	Lionel Yorke, Toronto, Ont.
72,079	Betsy.....	Chatham, N.B.....	"	1871	Shippegan, N.B.....	36 0	11 6	4 4	13	Wm. Fruing & Co., Ltd., Jersey.
100,372	Betsy Jane..... ..	Sydney.....	"	1891	Bras d'Or, N.S.....	32 9	13 2	5 0	11	Samuel Moore, Little Bras d'Or, N.S.
85,730	Beulah.	Lunenburg	"	1883	Summerside, P.E.I.....	81 3	23 6	9 2	97	Coleman Sangster, Guysboro, N.S.
94,742	Beulah.....	St. John, N.B.	"	1888	Canning, N.S.....	76 4	26 2	6 9	81	Arthur Pritchard, St. Martin's, N.B.
71,362	Beulah Benton.....	Weymouth.....	"	1875	Port Medway, N.S.....	56 2	18 6	7 0	36	Turner Guthrie, East Ferry, N.S.
94,722	Bianca	Windsor, N.S.....	"	1888	Newport, N.S..	94 6	28 6	10 6	180	Geo. B. Lockhart, New York, U.S.A.
100,975	Big Bear.....	Chatham, N.B.....	"	1888	Caraquet, N.B....	34 0	12 1	4 4	10	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
121,971	Big Salmon..	Victoria	Barge—Chd	1906	White Horse, Y. T.....	106 4	34 5	5 7	161	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
83,210	Billow.....	St. Andrews.....	Schr—Glt	1881	Cornwallis, N.S.....	62 0	18 8	8 0	54	Hugh McKay, St. Stephen, N.B.
72,578	Bismarck.....	Montreal	"	1871	Port Dalhousie, Ont.....	131 7	27 0	11 5	302	Alphonse Desrosierre, Lanoraie, Que.
103,899	Bismarck...	New Westminster...	"	1897	New Westminster, B.C..	34 0	11 5	4 4	12	M. Kubiteith, Nanaimo, B.C.
107,938	Bk. No. 3.....	New Westminster...	Barge—Chd	1900	" "	43 0	13 0	3 5	20	G. W. Dawson, Steveston, B.C
107,939	Bk. No. 4.....	" ...	"	1900	" "	43 0	13 0	3 5	20	" "
103,293	Black Prince	New Westminster ..	Barge—Chd	1892	Seattle, Wash., U.S.A..	128 0	29 0	7 0	203	A. Ewen, New Westminster, B.C.
103,701	Black Prince.....	Yarmouth.	Schr—Glt	1892	Port la Tour, N.S.....	37 0	12 4	5 5	13	Thomas W. Crowell, Port la Tour, N.S.
71,310	Black Watch..... .	Charlottetown	"	1884	Rexton, N.B.	45 8	15 3	6 0	23	John McLean, Souris, P.E.I.
111,734	Blake	Lunenburg	"	1902	Shelburne, N.S.....	81 0	24 0	9 6	99	Jacob W. Sartie, La Have, N.S.
100,299	Blanchard....	Chatham, N.B.....	"	1892	Caraquet, N.B.....	34 2	12 2	5 0	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
116,474	Blanchard.....	Chatham, N.B.....	"	1900	Caraquet, N.B..... ...	34 3	12 7	4 6	12	Michael John, Caraquet, N.B.
100,813	Blanche.....	Barrington	"	1894	Lockeport, N.S.	42 2	16 3	7 0	24	Norman Robbins, Tiverton, N.S.
112,016	Blanche.....	Canso	"	1901	Canso, N.S.	35 6	11 3	6 9	13	Simon Williams, Canso, N.S.
116,855	Blanche.....	Shelburne	"	1905	Sable River, N.S	37 1	13 5	4 9	12	C. Lock, Lockeport, N.S.
121,806	Blanche	Yarmouth.....	Sloop.....	1904	Clyde, N.S.....	31 0	11 4	6 0	10	J. E. Nickerson, Woods Harbour, N.S.
97,122	Blanche Alma	Quebec.....	Schr—Glt	1890	Ste. Anne, Que.	78 2	22 8	8 3	87	Joseph Simard, M.O., St. Anne de Monts, Que.

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88,551	Blanche M. Thorbourn.	Charlottetown	Schr—Glt	1884	Shelburne, N.S.	83 9	23 3	9 0	70	Edward Boswell and J. J. Lord, Victoria, Crapaud, P.E.I.
103,589	Blenheim	Chatham, N.B.	"	1896	Caraquet, N.B	37 7	13 3	5 0	13	The C. Robin Collas Co., Ltd., Halifax, N.S.
100,265	Blomidon	Windsor, N.S.	"	1891	Canning, N.S.	123 0	31 0	11 5	271	Miss Lizzie W. O'Connell, Pascagonla, Miss., U.S.A.
75,599	Blue Jay	Digby.	Schr—Glt	1877	Clare, N.S.	39 1	14 2	5 7	14	Annie E. Stevens, Grand Manan, N.B.
80,370	Blue Wave	Parrsboro'	"	1880	Parrsboro', N.S.	55 8	18 5	6 7	37	Wm. I. Hawes, Parrsboro' N.S.
100,909	Bluenose	Chatham, N.B.	"	1889	Caraquet, N.B	36 0	12 6	4 5	11	J. Sewell, Caraquet, N.B.
107,073	Bluenose	St. John, N.B	Sloop	1891	St. John, N.B.	23 2	8 0	2 3	2	George E. Holder, St. John, N.B.
112,062	Bluenose	Windsor, N.S	Schr—Glt	1903	Falmouth, N.S.	104 6	27 0	10 4	166	G. I. MacNamara, *et al*, Parrsboro', N.S.
	Bob O'Link	Toronto	"	1870	Toronto, Ont.	35 0	11 3	4 8	15	Zeno Orton Quick, Point Pelee Island, Ont.
*92,747	Bobs	Parrsboro'	"	1894	Sackville, N.B.	77 8	26 4	7 5	97	Wm. Anthony, *et al*, Lower Selmah, N.S.
122,573	Bohemia	Yarmouth	Sloop	1907	Tusket Wedge, N.S.	31 0	12 8	6 8	10	W. F. Doucette, M.O., Tusket Wedge, N.S.
122,222	Bolivia	Montreal	Barge—Ghd	1874	Oswego, N.Y., U.S.A.	140 0	26 4	12 7	310	Aristide Mondor and Joseph Bonin, Lanoraie, Que.
94,782	Bona Fides	Charlottetown	Schr—Glt	1889	Lunenburg, N.S.	76 6	23 6	8 7	78	Geo. H. Toombs, Charlottetown P.E.I.
122,250	Bonita	St. Andrews	Sloop	1902	West Isles, N.B.	30 0	13 0	6 6	15	John and Benjamin Carter, Seeley's Cove, N.B.

* Formerly "Sackville Packet."

126,106	Bonnie B.	Lunenburg	Schr—Glt	1908	Tancook, N.S.	48 4	13 0	6 5	19	Percy Publicover, M.O., Blandford, N.S.
111,503	Bonnie Jean	St. John, N.B.	Sloop	1900	St. John, N.B.	37 7	13 3	5 5	12	Frank Ingersoll, Grand Manan, N.B.
75,802	Bonnie Kate	Halifax	Schr—Glt	1877	Sheet Harbour, N.S.	57 8	19 0	7 7	56	Mrs. B. Munroe, Boularderie, N.S.
88,506	Bonnie Kate	Sydney	"	1884	Little Bras d'Or, N.S	44 0	14 4	5 7	14	Robert Moore, North Sydney, N.S.
112,020	Bonny Kate	Canso	"	1902	Canso, N.S.	36 6	13 0	7 0	14	Robert Meagher, Canso, N.S.
94,647	Bonus	Halifax	"	1888	Conquerall, N.S.	73 5	23 0	8 7	86	Wm. Vincent, Bay St. George, Nfld.
103,862	Boojum	"	Sloop	1897	Dartmouth, N.S.	23 6	6 6	4 0	2	H. V. Kent, Halifax, N.S.
97,159	Borealis	Victoria	Schr—Glt	1891	Victoria, B.C.	71 5	21 4	7 8	47	Victoria Sealing Co., Ltd., Victoria, B.C.
75,561	Boreas	Lunenburg	"	1876	La Have, N.S.	55 5	19 0	7 6	41	John Colford, Port Hawkesbury, N.S.
103,091	Bosphore	Montreal	Sloop	1890	Pierreville, Que.	109 9	22 9	7 4	137	Noe Gervais, St. Michel d'Yamaska, Que.
107,888	Bouleau	Montreal	Sloop	1900	Lachine, Que.	44 9	11 4	4 0	18	F. Tremblay, Montreal, Que.
103,110	Bout de Lile	"	Horse ferry	1887	Bout de l'Isle, Que.	63 6	26 3	2 8	10	Sam. Beaudry, Pointe aux Trembles, Que.
† 103,746	Bras d'Or	Amherst, N.S.	Sloop	1895	Lunenburg, N.S.	26 8	8 8	4 2	4	Aubrey G. Robb, Amherst, N.S.
103,497	Bravo	Paspebiac	Schr—Glt	1895	Lunenburg, N.S.	99 7	25 5	10 0	147	E. S. Giffin, *et al.*, Goldboro', N.S.
74,320	Brenton	Yarmouth	"	1877 1895	Tusket, N.S. Meteghan, N.S.	72 0	23 0	8 1	69	Henry E. and W. F. Fougere, Descouse, N.S.
103,954	Brighton	Montreal	"	1897	Kingston, Ont.	179 6	34 7	11 4	607	Montreal Transportation Co., Ltd., Montreal, Que.
85,347	Brilliant	Charlottetown	"	1882	La Have, N.S.	73 0	21 8	9 3	76	Garret and John H. Hubley, Southport, P.E.I.
90,721	Brilliant Star	Sydney	"	1886	Jeddore, N.S.	46 6	18 0	7 0	32	Laurence Levash, Arichat, N.S.
42,210	Brisk	Liverpool	"	1850	Ragged Island, N.S.	41 6	11 0	6 6	18	Nathan Gardner, Brooklyn, N.S.
78,988	Bristol	Windsor, N.S.	Bk—Bq	1878	Hantsport, N.S.	196 9	39 7	23 6	1305	Gypsum Packet Co., Ltd., Windsor, N.S.
116,857	Britannia	Charlottetown	Schr—Glt	1905	Shelburne, N.S.	64 4	18 8	7 2	48	G. B. Ellis and R. H. Ellis, Alberton, P.E.I.
103,780	Britannia	Chatham, N.B.	"	1897	Caraquet, N.B.	38 4	13 0	5 0	13	W. S. Loggie Co., Ltd., Chatham, N.B.
103,128	Britannia	St. Andrews	Sloop	1896	Grand Manan, N.B.	40 0	15 0	6 0	22	M. Calder and W. Cline, Campobello, N.B.
122,520	Britannia	Vancouver	"	1905	Nanaimo, B.C	34 8	8 9	2 6	7	Frederick G. Seaton, Vancouver, B.C.
103,780	Britannic	Chatham, N.B	Schr—Glt	1892	Caraquet, N.B.	37 1	12 6	5 0	12	W. S. Loggie Co., Ltd., Chatham, N.B.

† Formerly "Onyx."

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52,029	British Eagle	Yarmouth	Schr—Glt	1866	Jordan River, N.S	67 0	20 4	8 2	64	Thos. Burke, Cocagne, N.B.
80,577	British Lion	Windsor, Ont	"	1883	Pike Creek, Ont	84 6	22 6	5 5	80	James Moss, Dunnville, Ont.
37,619	British Queen	Halifax	"	1858	La Have, N.S.	52 5	16 7	7 0	34	Cornelius Fader, Chester Basin, N.S.
107,079	British Queen	St. John, N.B	Sloop	1887	St. John, N.B	27 0	8 7	2 8	4	Charles Kain, St. John, N.B.
41,775	British Tar	Halifax	Schr—Glt	1853	La Have, N.S.	57 6	18 3	7 5	41	J. W. Baker, Jeddore, N.S.
* 92,643	Briton (The)	Bowmanville	"	1862	South Marysburg, Ont.	106 0	23 8	8 7	146	A. M. Palmatier, Picton, Ont.
107,784	Brittania	Ottawa	Horse ferry	1899	Arnprior, Ont	54 0	22 0	3 6	14	John McAra, Bristol, Que.
103,186	Brittania	Shelburne	Schr—Glt	1896	Green Harbour, N.S.	35 5	11 5	4 7	11	Ross Enslow, Green Harbour, N.S.
85,297	Brodeur Demers	Montreal	Sloop	1882	Sorel, Que.	106 1	22 8	7 7	142	D. Leroux, Vaudreuil, Que.
71,743	Brodick Castle	Victoria	Ship	1875	Whiteinch, G.B.	258 6	40 3	23 0	1770	Ship Brodick Castle Co., Ltd., Victoria, B.C.
111,697	Brooklyn	Liverpool	Schr—Glt	1901	Brooklyn, N.S.	116 2	30 4	11 8	247	C. E. Whidden, Antigonish, N.S.
113,415	Brookside	Yarmouth	Bk—Bq	1891	Arundel, N.S.	182 2	35 5	16 4	672	The Brookside Shipping Co., Ltd., Yarmouth, N.S.
71,143	Brothers	Goderich	Schr—Glt	1874	Ashfield, Ont.	44 8	13 8	4 8	14	Jas. Thorburn, Kincardine, Ont.
83,379	Bruin	Toronto	Scow—Chd	1881	Gravenhurst, Ont.	97 0	25 0	5 3	104	The Muskoka & Nipissing Navigation Co., Ltd., Gravenhurst, Ont.

*Formerly "S. & J. Collier."

107,612	Brunette	Ottawa	Barge—Chd	1899	Hull, Que	108 0	24 0	8 0	163	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,228	Buckingham	"	"	1893	Buckingham, Que	74 0	18 7	4 0	43	Frank Ross, Quebec, Que.
100,092	Bud	St. John, N.B	Schr—Glt	1892	Greenwich, N.B	51 9	17 7	4 4	35	Chas. Kennedy, St. John, N.B.
80,795	Buda	Digby	"	1882	Meteghan River, N.S	42 0	15 0	5 6	20	P. W. Connors, *et al.*, Black's Harbour, N.B.
122,288	Buena	Shelburne	"	1908	Lunenburg, N.S	54 9	16 1	7 6	36	Herbert R. Swim, M.O., Lockeport, N.S.
85,425	Buffalo	St. Catharines	Scow—Chd	1865	Port Robinson, Ont	104 0	25 0	4 5	88	Abraham H. Bradley, Dunnville, Ont.
116,450	Burleigh	Shelburne	Schr—Glt	1904	Shelburne, N.S.	101 0	25 6	10 8	122	Nathaniel Smith, *et al.* Halifax, N.S.
111,765	Burma	Kingston	"	1901	Garden Island, Ont	183 6	39 5	15 0	885	The Calvin Co., Ltd., Garden Island, Ont.
111,897	Burque Brothers	Weymouth	Sloop	1905	Church Point, N.S	33 0	12 2	5 1	10	Peter Burque, Church Point, N.S.
122,384	Bute No. 1	Victoria	Barge—Chd	1905	Vancouver, B.C	66 0	24 5	6 3	87	Albert Berquist, Sidney, B.C.
85,293	Butte de St. Anne	Montreal	Sloop	1881	St. Thomas, Que	87 2	22 5	6 0	79	J. Millette and D. Millette, Sorel Que.
116,997	C	Ottawa	Barge—Chd	1903	Barry's Bay, Ont	80 0	12 0	4 0	31	The Canada Corundum Co., Ltd., Toronto, Ont.
100,176	C. A	Montreal	Sloop	1887	Gentilly, Que	78 4	21 4	4 3	47	E. Martelle, Pierreville, Que.
107,338	C. M. B	Yarmouth	"	1899	Tusket Wedge, N.S	34 0	11 0	6 0	10	Charles M. Boudreau, Tusket Wedge, N.S.
83,370	C. M. G. P	Quebec	Schr—Glt	1882	Esquimaux Point, Que	58 8	17 5	7 9	46	Joseph Boudrault, Anse St. Jean, Que.
72,061	C. P. M	Arichat	Schr—Glt	1880	River Bourgeoise, N.S	48 2	15 4	6 3	22	Désiré Burke, River Bourgeoise, N.S.
100,508	C. P. N. No. 1	Victoria	Scow—Chd	1887	Burrard Inlet, B.C	101 0	26 0	5 0	91	Canadian Pacific Railway Co., Montreal, Que.
111,651	C. P. R	Montreal	Barge—Chd	1892	St. François du Lac, Que	105 6	22 6	8 6	116	Anselm Verville, St. François du Lac, Que.
126,235	C. P. R. No. 2	Victoria	Barge—Chd	1908	Vancouver, B.C	106 0	30 0	8 5	221	Canadian Pacific Railway Co., Montreal, Que.
111,465	C. R. C	Chatham, N.B	Schr—Glt	1901	Caraquet, N.B	37 6	12 8	5 2	13	The C. Robin Collas Co., Ltd., Halifax, N.S.
116,467	C.W.1	Vancouver	Barge—Chd	1903	Vancouver, B.C	79 0	29 9	6 0	122	S. K. Champion and W. W. White, Vancouver, B.C.
117,020	C. W. 2	"	Scow—Chd	1904	"	72 0	24 0	6 0	88	" " "
121,720	C. W. 3	"	"	1905	"	76 0	26 0	7 8	86	" " "

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126,071	C. W. 4	Vancouver	Scow—Chd.	1908	Vancouver, B.C	81 8	28 9	7 4	176	William W. White, Vancouver, B.C.
111,534	C. & P. No. 1.	"	"	1893	"	85 5	27 0	6 5	128	John S. Crowder, Vancouver, B.C.
94,645	C. A. Chisholm	Lunenburg	Schr—Glt	1888	Mahone Bay, N.S	73 7	22 8	9 0	78	Benj. Clow, Murray Harbour, P.E.I.
90,434	C. A. Goreham	Barrington	"	1890	Tusket, N.S	51 3	18 3	6 6	33	Arthur E. Goreham, *et al.*, Woods Harbour, N.S.
111,698	C. B. Whidden	Liverpool	Bktn—Bkglt	1901	Liverpool, N.S	132 4	32 5	12 4	349	C. E. Whidden, *et al.*, Antigonish, N.S.
126,011	C. D. Pickels	Annapolis Royal	Schr—Glt	1908	Bridgetown, N.S	172 0	33 4	12 5	400	Frank W. Pickels, M.O., Annapolis Royal, N.S.
116,333	C. E. Russell	Ottawa	Barge—Chd	1903	Hull, Que	108 5	23 6	8 0	116	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
112,375	C. G. Munro	Arichat	Schr—Glt	1901	Canso, N.S	38 7	11 4	6 1	14	Vincent Richard, Charles Cove, N.S.
96,743	C. J. Colwell	St. John, N.B	"	1889	Cambridge, N.B	78 9	27 0	6 9	82	Ingram Sabean, and C. M. Kerrison, St. John, N.B.
117,178	C. J. Magill	Windsor, Ont	Barge—Chd	1863	Cleveland, O., U.S.A	139 5	30 4	10 4	373	Archibald McInnes, Windsor, Ont.
92,294	C. W. Bangs	Ottawa	Barge—Chd	1886	Ottawa, Ont	105 0	22 0	7 4	152	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
88,588	C. W. Janes	Quebec	Bktn—Bkglt	1884	Meteghan River, N.S.	165 3	36 0	20 5	825	W. J. Sallurst Smith, Gibraltar.
112,002	C. W. Mills	Annapolis Royal	Schr—Glt	1904	Granville, N.S	141 0	31 8	11 4	318	Frank W. Pickels, M.O., Annapolis Royal, N.S.
66,722	C. Averet	Liverpool	"	1871	East Port Medway, N.S.	41 0	14 2	6 0	19	Alex. Goreham, Shelburne, N.S.

100,596	C. Bibeau	Montreal	Sloop	1891	Pierreville, Que.	105 6	22 9	6 8	126	T. Beaudet, St. Jean Deschaillons, Que.
69,589	C. Colombe	"	Barge—Chd	1872	St. Aimé, Que	106 2	22 5	8 8	142	Géon Goyer, Montreal, Que.
90,550	C. Richard	Ottawa	"	1887	Sorel, Que.	111 9	22 8	8 1	172	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,346	Caddie	Yarmouth	Schr—Glt	1898	Port Maitland, N.S.	31 0	10 5	5 6	10	James E. Perry, Port Maitland, N.S.
100,988	Caesar	Chatham, N.B.	"	1893	Shippegan, N.B.	34 3	13 0	4 6	10	P. Rive, Caraquet, N.B.
80,373	Calabria	Windsor, N.S.	"	1881	Parrsboro', N.S.	154 4	36 5	16 2	451	Christopher Splane, St. John, N.B.
111,732	Calavera	Lunenburg	"	1902	Mahone Bay, N.S.	90 8	24 7	9 7	90	Henry Moser, *et al.*, Lunenburg, N.S.
90,478	Calburga	Maitland	Bk—Bq	1890	Maitland, N.S.	210 0	39 2	23 2	1350	Thomas Douglass, Halifax, N.S.
103,725	Calcium	Parrsboro'	"	1896	Parrsboro', N.S.	166 3	35 9	18 7	687	Alexander Harrison, Philadelphia, Pa., U.S.A.
116,587	Caledonia	Liverpool	Schr—Glt	1903	Liverpool, N.S	113 3	28 6	11 0	188	Abram W. Hendry, Liverpool, N.S.
97,084	Calla Lilly	Quebec	"	1890	La Have, N.S.	61 9	21 8	8 3	62	Alfred Mercier, Berthier, Que
100,774	Calliope	Chatham, N.B.	"	1892	Caraquet, N.B	37 8	11 9	5 0	12	P. Rive, Caraquet, N.B.
96,701	Calumet	Ottawa	Barge—Chd	1889	Grenville, Que	111 0	22 8	7 3	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
112,128	Campania	Lunenburg	Schr—Glt	1903	Lunenburg, N.S.	88 8	24 6	9 2	90	Thos. Romkey, La Have, N.S.
96,778	Campania	Port Hawkesbury	"	1894	Cheticamp, N.S.	35 6	11 8	5 3	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
111,631	Canada	Lunenburg	"	1900	Lunenburg, N.S	116 9	27 5	10 6	199	J. Jos. Rudolf, *et al.*, Lunenburg, N.S.
75,674	Canada	Quebec	Schr—Glt	1877	Cap St. Ignace, Que.	59 8	17 5	5 5	35	Jos. Deslaurier, Fraserville, Que.
107,531	Canada	St. John, N.B.	Sloop	1898	St. John, N.B	36 2	11 4	3 0	8	Fred. S. Heans, *et al.*, St. John, N.B.
111,772	Canada	Vancouver	Barge—Chd	1883 1901	Victoria, B.C.	145 0	32 1	7 2	304	Mackenzie Bros., Ltd., Vancouver, B.C.
116,485	Canada	Wallaceburg	"	1907	Wallaceburg, Ont.	84 0	21 9	4 6	85	Daniel B. McCallum, M.O., Wallaceburg, Ont.
100,262	Canada	Windsor, N.S.	Ship—3 m	1891	Kingsport, N.S.	257 0	45 0	26 6	2137	The Ship Canada Co., Ltd., Wolfville, N.S.
111,580	Canada No. 1	Toronto	Barge—Chd			96 0	17 7	6 3	85	Canada Ice Co., Ltd., Toronto, Ont.
112,188	Canada No. 3	"	"		Buffalo, N.Y., U.S.A.	96 0	18 0	8 9	113	" "
73,047	Canadien	Quebec	Schr—Glt	1875	Lotbinière, Que.	68 9	21 4	6 0	59	Z. Marchand, Three Rivers, Que.
80,770	Canadien	"	Barge—Chd	1881	Batiscan, Que.	102 3	22 5	8 5	137	Narcisse Paul, Sorel, Que.

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73,495	Canadienne	Halifax	Schr—Glt	1883	Pt. Basque, Magdalen Islands, Que.	62 5	20 2	8 0	53	J. N. Arseneau, House Harbour, Magdalen Islands, Que.
73,096	Canadienne	Montreal	Sloop	1875	Yamaska, Que	102 0	22 2	7 0	113	Jean L. Rondeau, Lanoraie, Que.
74,100	Candid	Arichat	Schr—Glt	1877	Chezetcook, N.S.	45 2	16 2	7 0	23	Désiré Burke, River Bourgeoise, N.S.
85,438	Canning Packet	Annapolis Royal	"	1883	Cornwallis, N.S.	79 5	26 0	8 3	98	L. J. Melançon, Port Gilbert, N.S.
111,858	Canton	Owen Sound	"	1873	Trenton, N. J., U.S.A.	142 0	26 0	12 1	304	Jas. W. Maitland, Owen Sound, Ont.
116,604	Cap a la Roche	Montreal	Sloop	1905	St. Jean Deschaillons, Que.	96 0	23 6	7 2	98	Andre Laroche, St. Jean Deschaillons, Que.
100,494	Cape Beale	Victoria	Schr—Glt	1892	James Island, B.C.	39 5	12 8	3 8	13	Jim Eight Quap, Barclay Sound, B.C.
121,787	Capital	Ottawa	Dredge—Drague	1905	Ottawa, Ont.	79 9	24 0	6 0	178	A. Marchildon, *et al.*, Three Rivers, Que.
100,461	Caprice	Quebec	Yawl—Yole	1891	St. Lawrence, I. Orleans, Que.	31 0	11 2	4 2	9	Geo. C. Scott, Quebec, Que.
96,923	Cardigan	Charlottetown	Schr—Glt	1890	Cardigan, P.E.I.	57 6	17 8	7 2	38	L. Cormier and John Chaisson, Margaree, N.S.
107,989	Carib II	Shelburne	"	1901	Shelburne, N.S.	112 0	28 0	11 2	195	Harry Comer, Reading, Eng.
111,718	Carl E. Richard	Lunenburg	Schr—Glt	1901	Mahone Bay, N.S.	97 8	25 2	10 4	99	C. Edgar Whidden, Antigonish, N.S.
97,154	Carlotta G. Cox	Victoria	"	1891	Victoria, B.C.	80 3	21 2	8 6	76	Victoria Sealing Co., Ltd., Victoria, B.C.
22,385	Carmacks	Victoria	Barge—Chd	1907	White Horse, Y. T.	120 9	38 7	5 5	211	The British Yukon Navigation Co., Ltd., Vancouver, B.C.

88,459	Caroline	Arichat	Schr—Glt	1888	Dartmouth, N.S.	35	6	11	8	4	7	12	John B. Gerrior, West Arichat, N.S.
74,404	Caroline	Chatham, N.B.	"	1877	Rexton, N.B.	35	0	12	3	4	0	9	Simon Graham, jr., Rexton, N.B.
88,409	Carrie	Digby	"	1884	Clare, N.S.	32	0	11	8	4	6	12	Thomas Cook, Grand Manan, N.B.
97,081	Carrie	Lunenburg	"	1890	La Have, N.S.	80	4	24	1	9	2	99	Louis Boudrot, Arichat, N.S
80,979	Carrie A.	Sydney	"	1882	Christmas Island, N.S.	57	8	19	7	8	8	73	J. H. Blaikie, Great Village, N.S.
94,646	Carrie C. W	Victoria	"	1888	Mahone Bay, N.S.	76	4	23	6	9	1	92	Victoria Sealing Co., Ltd., Victoria, B.C.
121,886	Carrie D.	Yarmouth	Sloop	1905	Cape Island, N.S.	32	0	11	0	6	0	10	Thomas Duncan, Cape Island, N.S.
94,698	Carrie H.	St. John, N.B.	Schr—Glt	1890	Port Maitland, N.S.	47	2	15	0	6	1	20	A. G. Thompson, Dipper Harbour, N.B.
96,744	Carrie L. Smith	"	Bk—Bq	1889	Harvey, N.B.	162	7	34	4	15	0	600	John N. Smith, *et al.*, Coverdale, N.B.
94,643	Carrie M.C.	Lunenburg	Schr—Glt	1888	Mahone Bay, N.S.	55	7	18	3	7	4	39	Ernest Johnson, Peters Road, P.E.I.
103,051	Carrie May	Yarmouth	Schr—Glt	1894	Pubnico, N.S.	47	1	16	4	6	4	25	F. Murphy, Pubnico, N.S.
100,445	Carrie O.	Canso	"	1883	Country Harbour, N.S.	33	0	11	5	5	5	12	S. Grant, Whitehaven, N.S.
112,343	Cartagena	Liverpool	"	1902	Liverpool, N.S.	109	0	29	0	11	0	199	Walter Mitchell, Halifax, N.S.
74,300	Cartier	Quebec	Barge—Chd	1873	St. Jean Deschaillons, Que.	93	1	23	5	7	6	109	Jos. Laliberté, St. Jean Deschaillons, Que.
100,642	Casco	Victoria	Schr—Glt	1878	San Francisco, Cal., U.S.A.	85	0	21	6	8	2	63	Victor Jacobsen, Victoria, B.C.
116,969	Cassie Bell	St. Andrews	Sloop	1906	Meteghan, N.S.	28	5	13	0	5	6	14	Boardman A. Cheney, Grand Manan, N.B.
92,566	Cassie M.	Halifax	Schr—Glt	1887	Sheet Harbour, N.S.	33	8	12	6	5	7	12	Wm. H. Munro, Sheet Harbour, N.S.
103,363	Castor	Quebec	Sloop	1894	Mille Vaches, Que.	55	2	16	8	5	2	31	J. Singelaise, Mille Vaches, Que.
72,963	Cataract	Picton, Ont.	Schr—Glt	1874	Picton, Ont.	105	5	24	0	10	5	193	F. McGibbon, Sarnia, Ont.
103,313	Catherine	Port Hawkesbury	"	1894	Cheticamp, N.S.	33	6	10	7	5	2	10	The C. Robin Collas Co., Ltd., Halifax, N.S.
92,519	Catherine	St. Andrews	"	1885	St. George, N.B.	26	0	11	4	6	0	13	Benjamin McKenzie, St. George, N.B.
112,233	Catherine	St. John, N.B.	"	1903	Meteghan River, N.S.	109	4	28	5	10	3	196	James Cosman, Meteghan River, N.S.
111,898	Catherine	Weymouth	Sloop	1905	Belliveau's Cove, N.S.	33	0	12	6	5	4	11	M. Belliveau, Grosses Coques, N.S.
96,799	Catherine A. C.	Halifax	Schr—Glt	1890	Dover, N.S.	42	5	14	5	5	3	17	Victor Poirier, Desconse, N.S.
16,505	Cavalier	Lunenburg	"	1904	La Have, N.S.	74	2	21	8	8	5	70	Lemuel Bell, M.O., Dublin Shore, N.S.

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Official Number. — Numéro. Officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
121,999	Cavalier	Lunenburg	Schr—Glt	1906	Lunenburg, N.S.	40 5	12 2	5 7	13	Mrs. Lizzie and Mrs. Lauria Wilneff, Feltzen South, N.S.
96,825	Cecelia W	Halifax	"	1890	Vogler's Cove, N.S.	58 0	17 6	7 4	41	James L. Pelrine, Larrys River, N.S.
103,271	Celia	Chatham, N.B.	Schr—Glt	1891	Caraquet, N.B.	35 4	12 1	4 8	11	D. Gallion, Caraquet, N.B.
103,239	Celima	Montreal	Horse ferry	1888	Lachenais, Que.	56 4	23 0	2 3	7	Jos. Gariepy, Rivière des Prairie, Que.
88,624	Celina	Windsor, Ont	Scow—Chd	1884	Stony Point, Ont.	69 0	19 0	4 5	39	P. Forcier, Detroit, Mich., U.S.A.
107,905	Centenial	St. Andrews	Sloop	1899	West Isles, N.B.	34 0	13 2	6 0	16	John F. Morse, Grand Manan, N.B.
73,956	Centennial	St. Catharines	Barge—Chd	1876	Port Robinson, Ont.	81 6	21 2	5 3	66	H. O. Brown, Welland, Ont.
126,302	Central City	Montreal	Dredge—Drague	1905	Cornwall, Ont	79 0	26 8	6 6	157	Lyon Cohen, Montreal, Que.
92,358	Cerdic	Annapolis Royal	Schr—Glt	1886	Alma, N.B.	80 5	26 2	7 5	90	T. S. Henshaw, Bear River, N.S.
103,585	Cerdric	Chatham, N.B.	"	1896	Caraquet, N.B.	36 1	12 9	5 2	14	Phillip Rive, Caraquet, N.B.
72,565	Ceres	Kingston	Scow—Chd	1875	Kingston, Ont	77 7	26 0	9 4	69	Montreal Transportation Co., Ltd., Montreal, Que.
122,145	Cerita	Yarmouth	Sloop	1906	Tusket Wedge, N.S.	30 0	11 0	6 0	10	John C. Doucette, Tusket Wedge, N.S.
90,824	Ceto	Pictou, N.S.	Schr—Glt	1889	Port Medway, N.S.	76 0	24 0	8 5	95	James L. Hutchinson, Rexton, N.B.
96,915	Ceylon	Kingston	"	1891	Garden Island, Ont.	205 4	36 3	15 2	908	The Calvin Co., Ltd., Garden Island, Ont.

97,151	Chacheemah	Victoria	Schr—Glt	1890	Saanich, B.C.	39 3	12 2	4 0	10	Chacheemah (Indian), Barclay Sound, B.C.
69,446	Champion	Pictou, N.S.	"	1876	River John, N.S.	66 5	19 6	7 0	55	Stephen Alexander, Richibucto, N.B.
83,351	Champion	Quebec	Sloop	1881	Ste. Anne de la Pocatière, Que.	38 0	13 3	4 5	13	F. X. Nepton, Tadousac, Que.
72,988	Champion	Wallaceburg	Schr—Glt	1867	New Baltimore, Mich., U.S.A.	49 0	15 0	4 0	18	W. C. Ryan, Sarnia, Ont.
	Champion	Windsor, Ont.	Scow—Chd	1872	River Puce, Ont.	66 8	18 0	5 2	50	Michael P. Thibert, Belle River, Ont.
116,652	Champion	Yarmouth	Schr—Glt	1904	Yarmouth, N.S.	47 4	15 6	7 1	29	C. F. Titus, *et al.*, Westport, N.S.
126,320	Championess	Montreal	Scow—Chd	1902	Lachine, Que.	120 7	30 8	8 3	263	Dominion Bridge Co,, Ltd., Lachine, Que.
103,436	Chapeau	Ottawa	Barge—Chd	1889	Buckingham, Que.	63 0	19 8	5 0	42	W. J. Poupore, Westmount, Que.
71,649	Charles Alberic	Montreal	"	1875	Yamaska, Que	100 0	22 3	6 6	104	Joseph Souillier, Sorel, Que.
121,654	Charles E.	Yarmouth	Sloop	1904	Shag Harbour, N.S.	35 5	12 5	6 0	13	E. Larkin, Shag Harbour, N.S.
88,658	Charles E. Lefurgey	Charlottetown	Bk—Bq	1884	Summerside, P.E.I.	190 9	36 0	20 9	936	The Ship Charles E. Lefurgey Co., Ltd., Liverpool, Eng.
88,295	Charles Edouard	Quebec	Sloop	1881	Cap St. Ignace, Que.	51 6	18 5	5 0	24	A. Boulliane, Bergeronnes, Que.
94,704	Charles Haskell	Digby	Schr—Glt.	1869	Essex, Mass., U.S.A.	72 0	21 2	7 3	60	A. Weatherbie and J. T. Matatall, Tatamagouche, N.S.
*96,759	Charley Troop	St. John, N.B.	"	1879	Bath, Me., U.S.A.	55 5	16 1	6 0	30	J. Magranahan, Margaretsville, N.S.
83,421	Charlie	Weymouth	"	1881	Weymouth, N.S.	30 0	10 4	4 6	10	W.H.Eldridge,M.O.,Sandy Cove,N.S
116,812	Charlie Marshall	Cobourg	"	1881	Chicago, Ill., U.S.A.	122 4	26 5	9 2	206	George Plunkett and D. Rooney, jr. Cobourg, Ont.
96,970	Charlie Richardson	Shelburne	"	1891	Shelburne, N.S.	43 4	16 9	6 6	26	C. R. Hupman, M.O., Summerville, N.S.
100,781	Charlotte	Chatham, N.B	"	1889	Caraquet, N.B	38 2	12 1	5 1	13	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
92,551	Charlotte	Ottawa	Barge—Chd	1888	Monte Bello, Que.	133 5	22 8	6 0	154	Joseph Wilson, Montreal, Que.
85,642	Charlotte E. C.	Lunenburg	Schr—Glt	1883	Mahone Bay, N.S.	74 5	23 0	8 8	80	Martin Williams, Musquodboit, N.S.
116,291	Charlotte S.	Charlottetown	"	1902	Murray Harbour, P.E.I.	35 0	11 9	5 7	14	John Stewart and M. J. White, J.O., Murray Harbour South, P.E.I.
86,756	Charming Lass	"	"	1882	Herring Neck, Nfld.	73 8	21 7	7 9	67	G. A. Poole, M.O., Lower Montague, P.E.I.
103,841	Chaudière	Ottawa	Barge—Chd	1896	Sturgeon Falls, Ont.	66 5	18 0	4 7	72	The French River & Nipissing Nav. Co., Ltd., Sturgeon Falls, Ont.
100,789	Chazalie	Chatham, N.B.	Schr—Glt	1890	Caraquet, N.B	37 8	12 8	4 6	11	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
72,566	Cherokee	Montreal	Barge—Chd	1875	Garden Island, Ont.	151 0	26 0	11 2	365	Alphonse Derosiere, Lanoraie, Que.

* Formerly "John H. McCullough."

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77,586	Cherry	Montreal	Schr—Glt	1878	Montreal, Que	111 5	22 3	6 0	98	F. X. Bertrand, Rigaud, Que.
103,726	Cheslie	Parrsboro'	Schr—Glt	1896	Port Greville, N.S	129 7	33 0	12 1	295	Geo. E. Holder, *et al.*, St. John, N.B.
111,836	Chevalier	Digby	Sloop	1901	Port Maitland, N.S	32 5	10 7	6 0	11	Warren S. Sollows, Port Maitland, N.S.
112,392	Chevoux	Ottawa	Barge—Chd	1902	Ottawa, Ont	52 4	13 5	2 4	27	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
121,842	Chiblow	Toronto	Barge—Chd	1903	Blind River, Ont	83 0	23 5	2 7	79	Blind River Transportation Co., Ltd, Blind River, Ont.
	Chicago	Montreal	"	1872	Montreal, Que	146 0	24 8	10 3	350	Montreal Transportation Co., Ltd., Montreal, Que.
116,876	Chief	St. Catharines	Dredge—drague.	1903	Port Robinson, Ont	80 9	30 9	7 9	269	Wm. E. Phin, Welland, Ont.
92,679	Chief Commander	Pictou, N.S	Schr—Glt	1889	Brulé Point, N.S	50 4	17 7	6 8	39	Geo. Clarke, Tatamagouche, N.S.
67,000	Chieftain	St. John, N.B.	"	1874 / 1890	Waterborough, N.B	74 0	26 3	6 5	72	John E. Moore, St. John, N.B.
69,217	Chlorus	Yarmouth	"	1875	La Have, N.S	64 0	20 6	8 2	57	D. J. McDonald, Glace Bay, N S.
116,278	Christie Belle	Charlottetown	"	1903	Mosher's River, N.S	36 5	11 6	5 2	13	James J. Hughes, Souris, P.E.I.
96,730	Christina	Chatham, N.B	"	1888	Caraquet, N.B	34 4	12 3	4 6	11	The C. Robin, Collas Co., Ltd., Halifax, N.S.
107,707	Cincinnati	Toronto	Barge—Chd	1895	Midland, Ont	55 0	20 8	3 7	162	Benjamin A. Patterson, *et al.*, Oakville, Ont.
85,536	Circassian	Yarmouth	Schr—Glt	1883	Shelburne, N.S	87 0	23 9	10 0	99	A. F. Stoneman, Yarmouth, N.S.

100,533	Citizen	Digby	Schr—Glt	1893	Bear River, N.S.	66	0	20	6	7	0	47	Benjamin Hatfield, Advocate Harbour, N.S.
122,214	City Dredge No. 2	Toronto	Dredge—Drague	1906	Toronto, Ont.	90	5	30	5	5	2	233	Corporation of the City of Toronto, Toronto, Ont.
125,978	City Dredge No. 3	"	"	1908	Toronto, Ont.	110	1	30	1	7	3	306	" " "
59,494	City Point	Halifax	Schr—Glt	1872	Mahone Bay, N.S.	62	0	20	2	7	8	49	Morgan H. Genge, Channel, Nfld.
100,645	City of San Diego	Victoria	"	1881	San Francisco, Cal., U.S.A.	67	5	20	5	6	5	46	Victoria Sealing Co., Ltd., Victoria, B.C.
94,977	Civilian	Liverpool	"	1890	Pubnico, N.S.	80	7	23	8	9	1	97	E. E. Hutchings, New York, U.S.A.
107,549	Clair	St. John, N.B	Sloop	1897	North Head, Grand Manan, N.B.	38	2	13	6	4	0	11	Albert Henderson, Grand Harbour, Grand Manan, N.B.
72,948	Clairville	Quebec	Barge—Chd	1870	Ste. Emélie, Que	94	6	21	5	6	3	84	F. Dussault, St. Jean Deschaillons, Que.
92,651	Clam Shell	St. Catharines	Dredge—Drague	1887	Tonawanda, N.Y., U.S.A	80	0	20	0	7	0	62	F. B. McNamee, Montreal, Que.
55,864	Clara	Quebec	Schr—Glt	1866	Kamouraska, Que.	42	0	13	4	6	5	18	Pierre Levesque, Trois Pistoles, Que.
107,304	Clara A. Benner	St. Andrews	"	1867	Friendship, Me., U.S.A.	59	3	20	0	7	9	37	Miss Blanche McGee, Back Bay, N.B.
90,693	Clara L.	St. Catharines	Scow—Chd	1885	Black Creek, Ont.	75	3	14	6	4	9	45	Wm. Hand, Port Dalhousie, Ont.
122,094	Clara M. Smith	Yarmouth	Sloop	1905	Cape Island, N.S.	30	0	10	6	6	0	10	Frederick C. Smith, Cape Island, N.S.
116,826	Claremont A	Barrington	"	1904	Clarke's Harbour, N.S.	28	2	11	7	6	1	11	S. B. Penney, M.O., Clarke's Harbour, N.S.
111,739	Clarence B	Lunenburg	Schr—Glt	1902	Mahone Bay, N.S.	90	8	24	7	9	7	90	Thomas F. Reeves, Port Hawkesbury, N.S.
82,244	Claribel	Charlottetown	"	1881	Charlottetown, P.E.I	42	3	13	4	6	0	19	Charles Doucet, Cheticamp, N.S.
122,050	Clarica and Myrtle	St. Andrews	Sloop	1906	Grand Manan, N.B.	36	0	13	2	6	2	20	Wm. J. Morse, Grand Manan, N.B.
107,606	Clarisse	Barrington	Schr—Glt	1900	Meteghan River, N.S.	64	0	22	0	8	5	55	Geo. L. Nickerson, M.O., Port Latour, N.S.
*80,662	Clarke	Ottawa	Barge—Chd	1881	Montreal, Que	108	0	22	0	6	5	145	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,891	Claude B. Daley	Barrington	Schr—Glt	1904	Sivrette's Island, N.S.	45	0	15	0	7	5	25	W. E. Smith, Port LaTour, N.S.
121,681	Claymore	Yarmouth	Sloop	1904	Clarke's Harbour, N.S.	33	0	11	0	6	0	10	D. A. Gardner, Clarke's Harbour, N.S.
97,172	Clayola	Windsor, N.S	Schr—Glt	1890	Port Maitland, N.S.	89	0	28	2	8	7	123	J. Willard Smith, St. John, N.B.
111,604	Cleeve 1	New Westminster	Barge—Chd	1897	New Westminster, B.C.	51	0	14	0	3	5	19	The Cleeve Canning & Cold Storage Co., Ltd., Vancouver, B.C.
111,605	Cleeve 2	"	"	1897	"	51	0	14	0	3	5	19	" " "
111,981	Cleeve No. 3	Vancouver	Scow—Chd	1900	"	80	0	25	8	6	0	205	" " "

* Formerly "Mackenzie."

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.....	Cleveland.	Montreal.....	Scow—Chd.....	1872	Quebec, Que.....	138 4	26 1	9 8	328	Montreal Transportation Co., Ltd., Montreal, Que.
85,980	Clifford C	St. John, N.B.....	Schr—Glt	1882	Rexton, N.B.....	81 0	26 5	7 5	97	R. A. Cameron, St. John, N.B.
122,187	Clifford May.....	Arichat.....	"	1908	West Arichat, N.S.....	56 6	18 1	8 0	43	Isidore Poirier, West Arichat, N.S.
122,315	Clintonia.....	Lunenburg.....	"	1908	Lunenburg, N.S	108 4	25 8	10 8	96	William C. Smith, M.O., Lunenburg, N.S.
111,569	Clorita.....	Toronto	"	1898	New York, N.Y., U.S.A.	64 0	16 5	7 4	44	Geo. H. Gooderham, Toronto, Ont.
103,551	Clovis.....	Montreal.....	Sloop.....	1895	St. Thomas, Que.....	92 1	22 2	5 7	84	Marcil Daneau, St. Thomas, Que.
122,629	Cluster.....	Chatham, N.B.....	Schr—Glt	1908	Rexton, N.B.....	33 0	12 0	4 6	10	George Gallant, Rexton, N.B.
.....	Coa	Montreal.....	Barge—Chd	1861	Montreal, Que.....	92 3	17 1	5 8	92	C. Bertrand, Rigaud, Que.
†122,641	Cobalt.....	Ottawa.....	Schr—Glt	1873	Buffalo, N.Y., U.S.A...	146 6	26 4	11 4	307	James Buckly, Prescott, Ont.
107,929	Cobledick Dredge No. 1.	New Westminster...	Dredge—Drague	1900	Lytton, B.C.....	100 0	26 0	7 0	795	The Cobledick Dredge No. 1 Co., Ltd., London, Eng.
103,955	Cobourg.....	Montreal.....	Schr—Glt	1897	Kingston, Ont.....	179 6	34 7	11 4	607	Montreal Transportation Co., Ltd., Montreal, Que.
71,601	Colborne.....	"	Barge—Chd	1874	Montreal, Que	149 0	26 6	9 6	302	A. B. Champagne, Lanoraie, Que.
85,392	Colibri.....	Port Hawkesbury...	Sloop.....	1884	Magdalen Islands, Que..	46 5	13 0	6 6	18	Murdock A. McDonald, South Cove, N.S.
107,122	Collector.....	Lunenburg.....	Schr—Glt	1899	La Have, N.S.....	82 8	24 8	9 8	99	W. N. Reinhardt, *et al.*, La Have, N.S.

†Foreign name "E. P. Beals."

100,359	Collinsie	Quebec	Schr—Glt	1889	Chicoutimi, Que	64 0	20 4	6 7	57	Charles Simard, Grand Bay, Chicoutimi, Que.
74,351	Col. Ellsworth	"	"	1860	Essex, Mass., U.S.A	77 4	22 6	7 6	78	Chas. and Elie Duchene, J. O., St. Irenée, Que.
*74,051	Colonel Otter	Canso	"	1876	Barrington, N.S	73 0	21 8	8 5	73	John J. Sangster, Guysboro', N.S.
111,702	Colonia	Lunenburg	"	1901	Lunenburg, N.S	97 2	25 6	9 7	98	Davis C. Westhaver, Lunenburg, N.S.
107,630	Colonial No. 1	New Westminster	Barge—Chd	1897	New Westminster, B.C	40 0	12 0	3 0	14	A. E. Tregent, M.O., Vancouver, B.C.
107,635	Colonial No. 2	New Westminster	"	1898	New Westminster, B.C	60 0	22 0	5 0	59	Robert Fenton, New Westminster, B.C.
111,958	Colonial No. 3	"	"	1899	Steveston, B.C	55 0	14 0	4 0	28	The Columbia Packing Co., Ltd., Vancouver, B.C.
80,697	Colonna	Montreal	Sloop	1882	St. Thomas, Que	74 5	19 5	4 2	51	E. Latour, Valleyfield, Que.
88,567	Columbia	Kingston	Barge—Chd	1885	Bedford Mills, Ont	101 0	22 7	4 8	84	Benjamin Tett, Bedford Mills, Ont.
111,880	Columbia	Yarmouth	Schr—Glt	1895	Newport, Me., U.S.A	52 0	13 7	9 0	22	Frank Lovitt, Yarmouth, N.S.
121,694	Columbia	"	Sloop	1905	Tusket Wedge, N.S	34 0	11 6	6 0	10	N. S. Boudreau, Tusket Wedge, N.S.
	Comet	Montreal	Schr—Glt	1862	Yamaska, Que	80 7	19 1	5 5	57	W. Patry, Ste. Emélie, Que.
88,387	Comet	Windsor, N.S.	"	1885	Cornwallis, N.S	32 0	12 6	4 5	10	Thomas Carter, Red Head, N.B.
112,325	Commodore	Halifax	"	1902	Pereaux, N.S	51 6	17 4	6 5	29	Geo. Windsor, Bathurst, N.B.
116,983	Commodore Dewey	Kenora	Barge—Chd	1898	Kenora, Ont	86 0	20 8	5 0	92	Charles G. Pennock, Kenora, Ont.
59,162	Comrade	St. John, N.B	Schr—Glt	1868	Grand Lake, N.S	76 7	26 5	7 0	76	G. C. McHarg, Musquash, N.B.
101,000	Condor	Chatham, N.B.	"	1888	Shippegan, N.B	33 0	12 3	4 4	10	James Bowser, Musquodoboit, N.S.
74,071	Condor	Halifax	"	1873	Chezetcook, N.S	46 5	14 8	6 2	22	George Julien, Chezetcook, N.S.
92,553	Condor	Montreal	Barge—Chd	1888	Montreal, Que	180 7	34 5	11 6	567	Montreal Transportation Co., Ltd., Montreal, Que.
74,331	Condor	Yarmouth	Schr—Glt	1877	Beaver River, N.S	36 3	12 2	4 2	11	Maurice Haycock, Westport N.S.
116,681	Conductor	Richibucto	"	1877	Essex, Mass., U.S.A	75 5	22 0	7 5	51	Thomas Hains, Richibucto, N.B.
80,804	Conductor	Windsor, N.S.	Bk—Bq	1880	Cornwallis, N.S.	176 0	37 5	22 8	1063	The Bark Conductor Co., Ltd., Wolfville, N.S.
121,997	Confidence	Lunenburg	Schr—Glt	1906	La Have, N.S	48 2	16 8	7 0	35	Robert Walfield, La Have Islands, N.S.
125,964	Conard S	Parrsboro'	"	1908	Port Greville, N.S	137 3	32 1	11 2	299	Stanley J. Soley, M. O., Fox River, N.S.
1 22,031	Constance	Weymouth	"	1907	Grosses Coques, N.S	62 0	18 8	6 1	42	Omer Blinn, M.O., Grosses Coques, N.S.

* Formerly "Kate McKnnon."

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
116,413	Constance No. 1	Victoria	Barge—Chd	1904	Victoria, B.C.	42 0	12 0	4 0	13	Arthur R. Barrow, Hill Island, B.C.
103,345	Coquette	Montreal	Yacht	1892	Montreal, Que	35 5	10 0	2 6	3	Arthur Hamilton, Montreal, Que.
103,535	Cora Lee	Halifax	Schr—Glt	1867	Bath, Me., U.S.A.	67 2	18 9	6 4	49	R. Harrington, Sydney, N.S.
116,734	Cora Lee	"	"	1904	Beckerton, N.S.	44 8	13 5	6 3	16	John S. Wells, Whitehaven, N.S.
116,236	Cora May	Digby	"	1905	Shelburne, N.S.	75 0	21 0	8 0	64	C. E. Finigan, *et al.*, Freeport, N.S.
94,758	Cora May	St. John, N.B	"	1889	Black River, N.B.	93 9	27 9	7 4	117	Nathaniel C. Scott, St. John, N.B.
	Coral	Oakville	"	1874	Oakville, Ont.	47 6	13 0	5 0	26	H. R. Fowler and W. J. Kibell, Port Credit, Ont.
112,323	Coral Leaf	Parrsboro'	"	1902	Spencer's Island, N.S.	150 5	33 6	12 7	374	J. Spicer, *et al.*, Spencer's Island, N.S.
111,743	Corean	Lunenburg	Schr—Glt	1902	La Have, N.S	76 8	22 4	9 0	70	J. N. Rafuse, *et al.*, La Have, N.S.
88,304	Corinne	Quebec	"	1884	St. Paul's Bay, Que.	52 0	17 4	5 4	30	E. Bluteau, Petite Rivière Charlebois, St. François, Que.
*71,163	Corisande	Port Hope	"	1873	Marine City, Mich., U.S.A.	137 0	26 0	11 1	276	John C. Miller, Parry Sound, Ont.
	Corn Crib	Montreal	Barge—Chd	1868	Montreal, Que.	132 1	22 7	10 1	296	Alphonse Desrosier, Lanoraie, Que.
97,000	Cornelius	New Westminster	Schr—Glt	1884	San Francisco, Cal., U.S.A.	42 6	15 5	4 0	19	William F. Kent, Vancouver, B.C.
94,889	Cornwall	Montreal	Barge—Chd	1890	Kingston, Ont.	178 6	35 2	11 7	586	Montreal Transportation Co., Ltd. Montreal, Que.

* Formerly "Minnehaha."

111,675	Cornwall	Parrsboro'	Schr—Glt	1901	Port Greville, N.S.	61 5	20 1	5 8	44	W. C. Hatfield, Port Greville, N.S.
111,736	Coronation	Lunenburg	"	1902	Mahone Bay, N.S.	93 8	25 0	10 2	98	Henry W. Adams, Lunenburg, N.S.
80,720	Coronation	Paspebiac	"	1902	Paspebiac, Que.	75 6	22 0	8 7	67	C. Robin, Collas & Co., Ltd., Jersey.
92,442	Coronet	Toronto	"	1887	Port Credit, Ont.	58 0	16 5	3 6	24	Lionel Yorke, Toronto, Ont.
94,942	Coronilla	Barrington	"	1889	Sable River, N.S.	53 0	15 0	6 0	28	Geo. L. Banks, Barrington, N.S.
77,888	Corrina	Quebec	"	1879	Les Eboulements, Que.	48 3	17 5	6 9	36	Charles Bertrand, Isle Verte, Que.
103,083	Corsair	Chatham, N.B.	"	1893	Caraquet, N.B	33 6	12 0	4 8	10	T. Ahier, Shippegan, N.B.
100,104	Coryl	Parrsboro'	"	1891	Port Greville, N.S.	73 6	19 7	6 2	59	J. G. Elderkin, Port Greville, N.S.
90,650	Coup d'Etat	Yarmouth	Sloop	1885	Pubnico, N.S.	38 0	11 7	4 2	12	M. D'Entremont, Pubnico, N.S.
103,368	Courageux	Quebec	"	1895	Les Escoumains, Que.	59 2	19 2	5 4	37	Jacques Saingelais, Les Escoumains, Que.
83,295	Craftsman	Kingston	Barge—Chd	1883	Kingston, Ont.	99 0	16 6	5 1	65	T. Mills, Kingston, Ont.
71,277	Craftsman	"	Schr—Glt	1873	Port Burwell, Ont	132 0	25 8	10 4	266	John Strong, Port Elgin, Ont.
100,345	Crescent	Maitland	"	1902	Lower Selmah, N.S.	86 6	25.6	8 5	99	Andrew Anthony, Lower Selmah, N.S.
103,324	Cricket	Port Hawkesbury	"	1899	Port Hawkesbury, N.S.	36 0	10 4	6 3	10	Richard H. Brown, Sydney Mines, N.S.
111,708	Crofton McLeod	Lunenburg	"	1901	Mahone Bay, N.S.	83 0	24 1	9 5	85	John W. McLean, Mahone Bay, N.S.
122,428	Crouzier B.	Halifax	"	1908	Chezzetcook, N.S.	50 0	16 9	6 0	26	Joseph Bellefountaine, M.O., Chezzetcook, N.S.
64,710	Crown Prince	Port Hawkesbury	"	1871	Port Hawkesbury, N.S.	42 0	14 6	5 7	19	T. C. Cook, Port Mulgrave, N.S.
88,290	Crusoe	St. Andrews	"	1886	St. Andrews, N.B.	39 9	12 4	5 6	13	Jos. Boyd, Campo Bello, N.B.
77,578	Cultivateur	Montreal	Sloop	1875	Yamaska, Que.	90 8	22 0	5 4	79	C. J. Marchildon, St. Pierre les Becquets, Que.
122,152	Cumulus	Vancouver	"	1906	Harrison Hot Springs, B.C.	39 7	14 0	5 9	23	Ezekiel G. Warde, Harrison Hot Springs, B.C.
100,741	Curacao	Windsor, N.S.	Bgtn—Bkglt	1894	Horton, N.S.	128 0	29 8	10 8	289	The Brig Curacao Co., Ltd., Horton, N.S.
61,407	Curlew	Chatham, N.B.	Schr—Glt	1872	Shippegan, N.B.	45 2	14 3	6 2	22	P. Luce, Jersey.
103,181	Curlew	Digby	"	1895	Shelburne, N.S.	75 0	19 6	8 5	63	Bland W. Cousins, *et al.*, Digby, N.S.
116,215	Curlew	Quebec	Yawl—yole	1899	Quebec, Que.	46 8	14 3	5 4	23	John T. Molson, Montreal, Que.
00,916	Cygnet	Chatham, N.B	Schr—Glt	1887	Caraquet, N.B	38 3	12 3	5 0	12	The C. Robin, Collas Co., Ltd., Halifax, N.S.

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80,389	Cygnet	Parrsboro'	"	1882	Parrsboro', N.S.	74 1	24 3	8 5	77	J. H. Newcomb, Parrsboro' N.S.
83,381	Cygnet	Toronto	Sloop	1879	Buffalo, N.Y., U.S.A.	44 0	15 5	5 0	27	Thos. McGaw and R. D. Ewing, J.O. Toronto, Ont.
88,348	Cymbeline	Arichat	Schr—Glt	1884 / 1905	Conquerall, N.S. / St. Peter's, N.S.	80 2	23 9	9 2	97	Donald Y. and John A. Stewart, J.O. St. Peter's, N.S.
100,971	Cyprian	Chatham, N.B.	"	1892	Caraquet, N.B.	36 6	12 8	4 4	10	E. Sivret, Caraquet, N.B.
92,731	Cyprus	Toronto	Yacht	1879	Fairlie, G.B.	30 0	6 4	5 4	6	Dugald J. MacMurchy, Toronto, Ont.
85,649	Cyrene	Lunenburg	Schr—Glt	1883	Bridgewater, N.S.	81 2	23 9	9 2	97	Wm. E. LeBlanc, West Arichat, N.S.
*77,633	Cyrenian	Sarnia	"	1879	Garden Island, Ont.	135 0	26 0	10 6	376	Geo. E. Smith, Southampton, Ont.
111,637	Cyril	Lunenburg	Schr—Glt	1901	Mahone Bay, N.S.	93 2	25 0	9 6	100	Thomas A. Wilson, *et al.*, Bridgewater, N.S.
107,821	Czar No. 1	Victoria	Scow—Chd	1899	Union, B.C.	92 0	27 4	7 0	143	Wellington Colliery Co., Ltd., Victoria, B.C.
.....	D	Montreal	Scow—Chd	1868	Batiscan, Que.	114 8	22 1	8 2	196	George Hurteau, Valleyfield, Que.
116,374	D. 5	Port Arthur	Dredge—Drague	1897	Duluth, U.S.A.	85 0	30 0	8 5	210	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
116,375	D. 30	"	Scow—Chd	1897	"	76 0	21 0	10 0	147	" "
116,376	D. 32	"	"	1897	"	90 0	29 0	9 5	231	" "

*Formerly "Prussia."

111,498	D. T.	Quebec	Schr—Glt	1900	Portneuf, Que.	75 6	22 4	7 2	75	Adelard Belley, St. Simeon, Que.
88,418	D. W. B.	St. John, N.B.	"	1884	Westfield, N.B.	88 3	26 8	7 7	96	H. A. Holder, St. John, N.B.
126,033	D. C. Mulhall	Lunenburg	Schr—Glt	1907	Liverpool, N.S.	70 5	18 4	7 1	42	Joseph E. Conrad, *et al.*, La Have, N.S.
121,683	D. E. Nickerson	Yarmouth	Sloop	1904	Barrington, N.S.	33 0	11 3	6 0	10	J. L. Nickerson, Clarke's Harbour, N.S.
116,806	D. N. Laroche	Sorel	Barge—Chd	1905	Sorel, Que.	105 8	23 3	7 6	140	Nazaire Laroche, Sorel, Que.
100,591	D. N. Salvail	Montreal	Barge—Chd.	1887	Yamaska, Que.	107 7	22 7	8 4	169	E. Dansereau, Verchères, Que.
100,538	D. W. Gordon	Victoria	Sloop	1892	Victoria, B.C.	39 0	13 0	5 4	12	James E. Butler, M.O., Victoria, B.C.
61,966	D. Cronan	Quebec	Schr—Glt	1870	Mosher's River, N.S.	51 8	18 0	7 4	40	Anselme Levasseur, Cacouna, Que.
121,950	D. Gill	Sorel	Sloop	1906	Pierreville, Que.	107 6	23 2	6 2	117	Adelard Cote, Pierreville, Que.
83,368	D. Talbot	Quebec	Schr—Glt	1881	Kegaska, Que.	33 0	11 5	4 4	10	Desiré Talbot, Natashquan, Que.
100,913	Daffodil	Chatham, N.B.	"	1891	Caraquet, N.B.	35 6	12 7	4 4	10	T. Ahier, Shippegan, N.B.
112,221	Dahinda	St. John, N.B.	"	1902	St. John, N.B.	54 4	18 3	6 7	36	William M. Mackay, *et al.*, St. John, N.B.
107,758	Daisy	Charlottetown	"	1901	Cascumpec, P.E.I.	42 4	12 9	4 7	13	John Agnew, Alberton, P.E.I.
92,581	Daisy	"	"	1890	Mal Bay, Que.	63 4	21 0	9 2	70	Richard Morin, Charlottetown, P.E.I.
88,445	Daisy	Halifax	Sloop	1884	Dartmouth, N.S.	38 8	12 6	5 5	15	Alfred E. Jones, Halifax, N.S.
*103,496	Daisy	Quebec	Schr—Glt	1895	Shelburne, N.S.	92 0	24 0	9 5	98	Joseph Blais, Berthier (en bas), Que.
100,088	Daisy	St. John, N.B.	"	1892	Westfield, N.B.	61 7	18 9	4 6	45	Thos. A. Farris, Waterborough, N.B.
100,890	Daisy	"	"	1894	St. John, N.B.	47 7	15 9	4 1	25	R. A. Elliott, St. John, N.B.
103,180	Daisy	Shelburne	Schr—Glt	1895	Green Harbour, N.S.	32 0	10 1	4 8	10	J. E. Lloyd, Brighton, N.S.
107,112	Daisy Linden	Digby	"	1898	Mahone Bay, N.S.	91 2	24 6	9 5	97	Florence S. Daykin, *et al.*, Digby, N.S.
90,427	Daisy Vaughn	Liverpool	"	1886	Barrington, N.S.	69 0	22 0	7 5	71	R. H. Gardner, Brooklyn, N.S.
88,571	Dakota	Montreal	Barge—Chd.	1885	Garden Island, Ont.	170 4	30 6	11 9	516	Montreal Transportation Co., Ltd., Montreal, Que.
112,340	Damaraland	Liverpool	Schr—Glt	1902	Liverpool, N.S.	113 0	30 4	10 8	199	John G. Porter, Kingston, St. Vincent, B.W.I.
.....	Dan	Montreal	Barge—Chd	1869	Machmiche, Que.	93 4	18 8	5 1	100	L. Delisle, Valleyfield, Que.
100,655	Dandy	Kingston	"	1894	Seeley's Bay, Ont.	80 7	17 9	4 6	40	The Capital Sand & Brick Co., Ltd., Ottawa, Ont.

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107,369	Daniel Lamb.....	Toronto	Dredge—Drague	1896	Toronto, Ont..	90 0	27 6	4 6	18	Corporation of the City of Toronto, Toronto, Ont.
*112,065	Daniel M. Munro...	Windsor, N.S	Barge—Chd	1892	Dumbarton, G.B..	220 7	35 0	21 0	1138	Gypsum Packet Co., Ltd., Windsor, N.S.
122,462	Daniel S.....	Yarmouth	Sloop.....	1906	Cape Island, N.S.	32 0	10 6	6 0	10	Albert P. Ross, Cape Island, N.S. N.S.
85,663	Daring.....	Halifax	Schr—Glt	1880	Sambro, N.S.....	44 2	14 7	6 3	18	Charles Saunwhite, Terence Bay, N.S.
107,703	Darrow	Toronto.....	House-boat.	1897	Penetanguishene, Ont...	49 5	20 0	2 6	91	David Davidson, Penetanguishene Ont.
85,667	Dart.	Halifax.....	Schr—Glt	1882	Chezetcook, N.S.....	33 5	12 0	4 4	10	George Jullien, Chezetcook, N.S.
59,470	Dart.	Pictou, N.S.....	Schr—Glt.....	1871 / 1895	Mahone Bay, N.S.	58 3	18 9	7 5	44	B. Levandier, West Arichat, N.S.
83,021	Dauntless	Wallaceburg.....	"	1867	Oakville, Ont.	105 5	23 4	9 1	156	M. J. Glass, Sarnia, Ont.
100,884	David Lynch..... ...	St. John, N.B.....	"	1894	St. John, N.B	83 0	21 1	8 3	65	J. S. Thomas, *et al.*, St. John, N.B.
†83,337	Davidson.....	Ottawa.....	Barge—Chd	1882	Hull, Que.....	110 7	22 6	7 0	150	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,698	Davie	Toronto.....	House-boat.	1896	Penetanguishene, Ont...	46 0	20 0	2 6	81	David Davidson, Penetanguishene, Ont.
100,636	Dawendeena.....	Victoria	Sloop.....	1892	Victoria, B.C.....	33 4	11 5	4 5	10	F. T. Schooley, Welland, Ont.
100,915	Dawn	Chatham, N.B	Schr—Glt	1891	Caraquet, N.B.....	37 0	12 7	4 6	12	The C. Robin, Collas Co.. Ltd., Halifax, N.S.
103,853	Dawn	Halifax.....	"	1897	Owl's Head, N.S.....	38 2	14 0	5 4	13	A. G. Hefler, Halifax, N.S.

*Fmroerly "Olivia."

96,759	Dawn	St. John, N.B.	Schr—Glt	1889	Upper Gagetown, N.B.	39 2	12 8	4 6	12	Chas. L. Currier, Upper Gagetown, N.B.
100,605	Dawn	Yarmouth	"	1893	Shelburne, N.S.	68 0	18 0	7 6	49	The Yarmouth Trading Co., Ltd., Yarmouth, N.S.
59,484	Day Spring	Halifax	"	1866	Chester, N.S.	56 2	18 0	7 1	36	Andrew Fougère, River Bourgeoise, N.S.
107,230	De Champlain	Quebec	Barge—Chd	1897	St. Irénée, Que.	99 7	22 5	7 3	122	Louis Gauthier, St. Irénée, Que.
107,058	Defender	Barrington	Schr—Glt	1901	Coffin's Croft, N.S.	48 0	14 9	5 9	20	M. G. Crocker, Freeport, N.S.
121,910	Defender	"	"	1906	Shelburne, N.S.	74 0	19 7	8 0	53	Paul E. Crowell, Barrington, N.S
111,711	Defender	Lunenburg	"	1901	Mahone Bay, N.S.	95 6	25 4	10 0	98	Alex. Knickle, Lunenburg, N.S.
103,063	Defender	Yarmouth	"	1895	Pubnico, N.S.	43 2	14 7	6 1	20	John Richard, Tusket Wedge, N.S.
92,503	Defiance	St. Andrews	"	1884	Lubec, Me., U.S.A.	33 0	12 8	7 0	17	F. Calder, Campo Bello, N.B.
75,647	Defiance	St. Catharines	"	1859	Port Hope, Ont.	102 0	22 0	7 8	89	R. McLaren, St. Catharines, Ont.
.....	Defiance	Toronto	"	1845	Etobicoke, Ont	49 0	14 0	4 9	26	C. McCraney, Toronto, Ont.
66,069	Delia	Quebec	Barge—Chd	1873	Pointe au Pizeau, Que.	95 0	18 0	6 3	91	A. Malette, Lachine, Que.
111,507	Della B.	St. John, N.B	Schr—Glt	1900	Greenwich, N.B.	56 0	17 4	5 6	43	James A. Belyea, St. John, N.B.
103,118	Della F. Tarr	St. Andrews	"	1883	Salem, Mass., U.S.A.	56 0	17 0	5 7	34	Chas. Abriel, Spry Bay, N.S.
93,095	Delphis	Montreal	Sloop	1890	Sorel, Que	92 7	22 7	6 0	91	D. Chausse, Lanoraie, Que.
90,855	Delta	Charlottetown	Schr—Glt	1886	Lunenburg, N.S.	44 4	16 2	7 0	25	A. J. McFayden, Tignish, P.E.I.
107,699	Delta	Toronto	House-boat	1898	Penetanguishene, Ont.	47 0	20 0	3 0	74	David Davidson, Penetanguishene, Ont.
100,277	Delta	Windsor, N.S.	Schr—Glt	1892	Kempt, N.S.	118 3	30 5	11 9	287	John W. Baxter, Canning, N.S.
126,091	Delver No. 1	St. Catharines	Dredge—Drague	1908	Welland, Ont.	100 0	37 0	6 5	305	Dominion Dredging Co., Ltd., Ottawa, Ont.
122,267	Derrick Scow No. 1	Montreal	Scow—Chd	1906	Montreal, Que.	94 5	24 9	5 7	110	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
107,314	Despatch	Halifax	Schr—Glt	1894	Halifax, N.S.	27 4	9 4	4 0	6	George E. Francklyn, jr., Halifax, N.S.
83,492	Dessie	Liverpool	"	1882	Brooklyn, N.S.	32 6	11 0	5 1	11	Amasa H. Fiske, Lockeport, N.S.
.....	Detroit	Montreal	Barge—Chd	1873	Montreal, Que.	149 6	25 7	10 4	350	Montreal Transportation Co., Ltd., Montreal, Que.
71,637	Deux Frères	Montreal	Barge—Chd	1872	Lanoraie, Que.	99 0	23 0	6 7	102	D. Lacoureière, Batiscan, Que.
80,986	Diamond	Halifax	Schr—Glt	1882	Guysboro', N.S.	80 6	24 0	9 4	98	Arthur and Wilfred Forest, J.O., West Arichat, N.S.

† Formerly "Zaida D. Eddy."

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107,407	Diamond	Quebec	Barge—Chd	1899	St. Thomas de Pierreville Que.	138 6	28 3	12 6	381	The Quebec Transportation & Forwarding Co., Ltd., Quebec, Que.
103,934	Diamond Jubilee	Paspebiac	Schr—Glt	1897	Caraquet, N.B.	55 0	17 0	6 5	32	W. Martell, Main-à-Dieu, N.S.
94,811	Diana	Victoria	"	1889	Victoria, B.C.	65 2	19 9	7 1	50	Victoria Sealing Co., Ltd., Victoria, B.C.
77,607	Dianthus	Charlottetown	"	1878	Petite Rivière, N.S	57 0	18 7	7 3	45	Murdock McKinnon, Montague, P.E.I.
97,089	Dictator	Charlottetown.	"	1890	Lunenburg, N.S	76 0	23 6	9 4	78	Mark H. Bonnell, Hopefield, P.E.I..
90,834	Diego	Port Medway	Schr—Glt	1895	East Port Medway, N.S.	48 0	16 3	6 8	27	Album Corkum, Chester, N.S.
46,483	Dielytris	Lunenburg	"	1865	Lunenburg, N.S	71 0	20 3	7 9	58	D. M. McMillan and D. McCauaig, Sydney, N.S.
103,861	Dione	Halifax	Sloop	1898	Dartmouth, N.S.	42 8	8 4	5 5	6	G. F. Pearson, Halifax, N.S.
66,679	Diploma	Yarmouth	Schr—Glt	1873	Pubnico, N.S.	75 7	21 8	8 1	62	J. T. Dicks and W. C. MacDonald, Georgetown, P.E.I.
103,076	Dipper	Chatham, N.B.	"	1893	Shippegan, N.B.	37 5	12 2	5 0	12	W. S. Loggie Co., Ltd., Chatham, N.B.
96,826	Director	Victoria	"	1890	Lunenburg, N.S..	75 0	23 5	9 0	87	Victoria Sealing Co., Ltd., Victoria, B.C.
92,515	Dispute	St. Andrews	"	1879	St. George, N.B	30 0	12 0	6 4	13	E. R. Patch, Campo Bello, N.B.
107,706	Dixie	Toronto	House-boat	1898	Penetanguishene, Ont.	50 0	22 0	3 0	97	David Davidson, Penetanguishene, Ont.
100,583	Dollard	Montreal	Sloop	1892	Pierreville, Que	101 2	23 1	6 3	89	Calixte Duncan, Notre Dame de Pierreville, Que.

107,057	Dollie Varden	Barrington	Schr—Glt	1877	Clare, N.S.	31 7	12 0	4 6	10	Freeman Atwood, Barrington, N.S.
122,002	Dolly Grey	Lunenburg	"	1906	Lunenburg, N.S	41 6	11 2	5 4	13	Samuel Knox, M.O., Kingsburg, N.S.
83,027	Dolly Morden	Wallaceburg	Barge—Chd	1881	Dresden, Ont.	120 7	26 1	9 0	198	G. H. Morden, Oakville, Ont.
75,426	Dolphin	Annapolis Royal	Schr—Glt	1878	Port Williams, N.S.	32 0	12 3	4 8	11	Joseph Mitchell, Hantsport, N.S.
75,430	Dolphin	"	"	1878	Granville, N.S	35 3	12 3	5 2	11	Elias Woodworth, Granville, N.S.
38,418	Dolphin	Arichat	"	1861	Cheticamp, N.S.	59 1	17 4	7 0	36	A. H. Morrison, Guysboro', N.S.
103,533	Dolphin	Halifax	"	1895	Sheet Harbour, N.S.	44 7	14 0	6 0	21	J. T. Thomson, Halifax, N.S.
80,030	Dolphin	St. John, N.B	"	1880	Salmon Bay, N.B.	58 5	20 9	5 3	36	Gideon Justason, Pennfield, N.B.
107,701	Dolphin	Toronto	House-boat	1880	Penetanguishene, Ont.	46 0	20 0	2 6	71	David Davidson, Penetanguishene, Ont.
107,797	Domain	St. John, N.B	Schr—Glt	1896	Cambridge, N.B	78 8	25 8	7 0	91	Clifford W. Robinson, Moncton, N.B.
126,319	Dombrico No 1	Montreal	Scow—Chd	1903	Lachine, Que.	123 1	39 3	9 4	352	Dominion Bridge Co., Ltd., Lachine, Que.
116,383	Dominion	Port Arthur	Dredge—Drague	1905	Port Arthur, Ont	114 0	43 5	12 0	951	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
121,987	Dominion No. 1	Victoria	Barge—Chd	1890	Vancouver, B.C.	72 0	23 0	6 0	47	John J. Goodwin, Victoria, B.C.
122,442	Dominion No. 4	St. John, N.B.	Dredge—Drague	1906	Boston, Mass., U.S.A.	109 7	44 2	8 3	538	The Dominion Dredging Co., Ltd., Ottawa, Ont.
107,700	Don	Toronto	House-boat	1883	Penetanguishene, Ont.	45 0	20 0	3 5	86	David Davidson, Penetanguishene, Ont.
85,344	Donzella	Liverpool	Schr—Glt	1882	Vogler's Cove, N.S.	82 4	24 0	10 1	99	E. P. Brown, *et al.*, Halifax, N.S.
112,155	Dora	Chatham, N.B	Schr—Glt	1901	Miscou, N.B.	31 0	11 3	4 5	10	Seraphin Dorion, Miscou, N.B.
103,948	Dora	"	"	1899	Caraquet, N.B.	37 3	12 9	5 0	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
100,917	Dora	"	"	1890	"	36 0	12 6	4 6	11	The C. Robin Collas Co., Ltd., Halifax, N.S.
90,871	Dora	Parrsboro'	"	1886	Yarmouth, N.S.	73 0	20 8	7 9	63	Chas. G. Canning, *et al.*, Parrsboro', N.S.
121,686	Dora Lee	Yarmouth	Sloop	1904	Tusket Wedge, N.S.	32 0	11 0	6 0	10	J. P. Cotreau, M.O., Tusket Wedge, N.S.
100,168	Dora Siewerd	Victoria	Schr—Glt	1891	Lunenburg, N.S.	81 1	24 4	9 3	94	Victoria Sealing Co., Ltd., Victoria, B.C.
74,280	Dorchester	Montreal	Barge—Chd	1876	Quebec, Que.	148 5	27 1	11 1	375	Montreal Transportation Co., Ltd., Montreal, Que.
122,053	Doric	Chatham, N.B.	Schr—Glt	1906	Shippigan Island, N.B.	35 0	12 3	4 4	10	Fabien Chiasson (son of Fabien) Lameque, Shippigan Island, N.B.
100,713	Doris	Montreal	Barge—Chd	1893	Pierreville, Que.	109 0	22 8	10 4	186	Adolf Lomer, Montreal, Que.

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*83,446	Doris	Victoria	Schr—Glt	1882	Victoria, B.C.	68 0	21 5	7 2	60	Victoria Sealing Co., Ltd., Victoria, B.C.
†103,465	Doris Hall	Halifax	"	1866	Castine, Me., U.S.A	70 8	20 3	7 1	59	Matthew McGrath, Wine Harbour, N.S.
107,300	Doris M. Pickup	Quebec	"	1901	Granville, N.S.	141 0	33 0	12 3	373	Jos. G. P. Murphy, Lauzon, Que.
111,899	Dorothy	St. John, N.B.	"	1905	Meteghan River, N.S.	62 0	19 4	6 6	49	J. H. Longmire, M.O., Bridgetown, N.S.
121,882	Dorothy	Yarmouth	Sloop.	1905	Barrington, N.S.	31 0	10 6	6 0	10	L. H. Smith, and J. Huskins, Port La Tour, N.S.
117,060	Dorothy Aleta	Canso	Schr—Glt	1907	White Haven, N.S.	36 0	11 2	5 6	11	Wesley Munroe, White Haven, N.S.
126,112	Dorothy, G	Lunenburg	"	1908	Tancock, N.S.	46 4	12 7	6 6	17	Pervis George, Whitehead, N.S.
116,540	Douglas Adams	Lunenburg	"	1905	Lunenburg, N.S.	93 8	25 0	10 2	99	Henry W. Adams, M.O., Lunenburg, N.S.
100,999	Dove	Chatham, N.B	"	1891	Shippigan, N.B	33 6	12 3	4 8	10	T. Ahier, Shippigan, N.B.
117,145	Dove	Halifax	"	1905	Petpiswick, N.S.	35 0	11 5	4 8	10	George Myrer, M.O., Petpiswick, N.S.
117,022	Dove	Sydney	"	1901	New Campbelton, N.S.	67 1	18 8	7 2	49	Jas. T. Burchell, Port Morien, N.S., and Angus Campbell, Big Bras d'Or, N.S.
94,721	Dove	Windsor, N.S.	"	1888	Cornwallis, N.S.	43 0	12 7	4 8	17	R. George, Parrsboro', N.S.
125,976	Dragon Rouge	Toronto	Dredge—Dragne	1908	Toronto, Ont.	86 0	22 6	7 9	203	Frank Simpson, Toronto, Ont.
92,597	Dread Not	Sydney	Schr—Glt	1888	Little Bras d'Or, N.S.	31 4	13 3	5 1	10	Andrew Walsh, Little Bras d'Or, N.S.

* Formerly "W. P. Sayward." † Formerly "D. F. Patchin."

57,472	Dreadnaught	Annapolis Royal	Schr—Gl	1870	Granville, N.S.	35 5	13 5	5 6	11	William Hamilton, Granville, N.S.
116,671	Dreadnaught	St. Andrews	Sloop	1896	Quaco, N.B.	33 4	13 8	6 0	18	Eaton Green, Grand Manan, N.B.
74,326	Dreadnaught	St. John, N.B.	Schr—Glt	1877	Richmond, N.S.	46 6	16 0	5 5	20	Clarence Irvin, Cornwallis, N.S.
74,357	Dreadnot	Halifax	"	1877	Brulé, N.S.	51 0	17 8	6 3	28	Reuben Smith, Cape Sable Island, N.S.
111,972	Dredge Frank	Southampton	Dredge—Dragul	1892	Bay City, Mich., U.S.A.	78 5	28 0	7 0	154	A. F. Bowman, Southampton, Ont.
107,193	Dredge Hackett	"	"	1897	Wiarton, Ont.	62 0	22 3	6 0	50	C. M. Bowman, *et al.*, Southampton, Ont.
125,974	Dredge Holland	Toronto	"	1906	Belle Ewart, Ont.	63 7	29 0	5 0	230	Gideon Kastner, *et al.*, Wiarton, Ont.
122,174	Dredge No. 1	Port Arthur	"	1903	Port Arthur, Ont.	65 0	24 0	8 0	176	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
117,102	Dredge No. 2	Ottawa	"			84 0	29 5	8 3	247	The Dominion Dredging Co., Ltd., Ottawa, Ont.
121,847	Dredge No. 3	Toronto	"	1872	Buffalo, N.Y., U.S.A.	75 2	24 0	6 0	108	The Erie & Ontario Dredging Co. Ltd. Welland, Ont.
117,173	Dredge No. 3	Windsor, Ont.	"	1902	Bay City, Mich., U.S.A.	76 0	24 0	8 0	186	The Dominion Dredging Co., Ltd., Ottawa, Ont.
107,881	Dredge No. 4	Montreal	"	1899	Lévis, Que.	90 0	36 1	9 3	436	Harbour Commissioners of Montreal Montreal, Que.
116,242	Dredge No. 5	Sault Ste. Marie	"	1896	Buffalo, N.Y., U.S.A.	76 0	28 6	8 0	174	W. H. Plummer, Sault Ste. Marie Ont.
112,010	Dredge No. 6	Port Arthur	"	1891	Duluth, Minn., U.S.A.	90 0	24 0	8 4	313	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
122,173	Dredge No. 7	"	"		" "	98 0	30 0	8 0	235	Robert Weddell, Trenton, Ont.
116,384	Dredge No. 8	"	"	1888	" "	96 0	36 0	9 5	415	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
116,241	Dredge No. 8	Sault Ste. Marie	"	1894	Buffalo, N.Y., U.S.A.	82 0	30 0	7 6	187	W. H. Plummer, Sault Ste. Marie, Ont.
107,593	Dredge No. 9	Owen Sound	"		Lockport, N.Y., U.S.A.	71 0	22 2	7 0	127	The Owen Sound Dredge & Construction Co., Lt., Owen Sound, Ont.
117,040	Dredge No. 10	Sault Ste. Marie	Dredge—Dragne	1889	Saginaw, Mich., U.S.A.	92 0	32 5	7 0	351	Charles S. Boone, Toronto, Ont.
122,431	Dredge No. 14	"	"	1891	" "	100 0	34 6	8 0	352	The C. S. Boone Dredging & Construction Co., Ltd., Toronto, Ont.
100,310	Dredge No. 15	Windsor, Ont.	"	1891	Saginaw, Mich., U.S.A.	100 0	34 4	9 5	174	A. F. Bowman, *et al.*, J.O., Southampton, Ont.
116,269	Dredge Simcoe	Toronto	"	1901	Beaverton, Ont.	80 5	28 2	6 0	136	The Randolph McDonald Co., Ltd., Toronto, Ont.
74,103	Drucilla May	Halifax	Schr—Glt	1877	Shoal Bay, N.S.	39 5	14 8	6 0	19	J. G. Morrison, Englishtown, N.S.
80,097	Druid	St. John, N.B.	"	1882	Portland, N.B.	81 3	27 2	7 5	97	J. H. Driscoll, St. John, N.B.
116,912	Drusie	Paspebiac	Schr—Glt	1905	Liverpool, N.S.	100 3	25 5	9 5	99	John C. Le Quesne, *et al.*, Paspebiac, Que.

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107,625	Dryfe	New Westminster	Barge—Chd	1898	Vancouver, B.C	50 0	14 6	4 0	23	Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
111,428	Duchess	Halifax	Schr—Glt	1902	Indian Harbour, N.S.	38 5	11 7	6 0	12	A. A. Zwicker, Indian Harbour, N.S.
90,812	Dude	Port Hope	Sloop	1880	Sodus Point, N.Y., U.S.A	28 0	9 0	3 0	3	A. Campbell, Lakeport, Ont.
107,443	Duff	Vancouver	Scow—Chd	1898	Vancouver, B.C.	98 6	23 0	5 8	101	British American Corporation, Ltd., Rossland, B.C.
122,068	Duke of York	Montreal	Dredge—drague	1903	Montreal, Que	74 5	25 1	6 0	144	W. J. Poupore, Montreal, Que.
117,106	Dun Donald	Ottawa	Houseboat	1904	Sturgeon Falls, Ont	64 0	18 0	7 0	64	French River & Nipissing Navigation Co., Ltd., Sturgeon Falls, Ont.
103,819	Dundee	Belleville	Bk—Bq	1870	St. Catharines, Ont	125 2	23 6	10 0	262	Joseph H. Smith, Belleville, Ont.
103,250	Dunmore	Montreal	Schr—Glt	1895	Kingston, Ont	182 5	34 9	11 9	590	Montreal Transportation Co., Ltd., Montreal, Que.
103,384	Dunrobin	Winnipeg	Barge—Chd	1895	Keewatin, Ont	47 6	13 2	5 4	20	Dominion Fish Co., Ltd., Winnipeg, Man.
75,624	Dwina	Shelburne	Schr—Glt	1878	Port le Bear, N.S.	67 0	21 0	7 0	52	Wm. L. Michaud, Richibucto, N.B.
107,455	E. C. E. 1	Vancouver	Scow—Chd	1893	Vancouver, B.C.	76 0	27 2	6 5	116	George Coleman, Vancouver, B.C.
112,251	E. C. E. No. 9	"	"	1901	"	87 6	28 7	6 8	142	" " "

112,252	E. C. E. No. 10	Vancouver	Scow—Chd	1902	Vancouver, B.C	87 4	28 5	6 8	142	George Colman, Vancouver, B.C.
112,255	E. C. E. No. 11	"	"	1902	"	87 6	28 5	6 8	142	" " "
126,218	E. C. E. No. 15	"	"	1906	"	77 0	29 0	7 7	150	" " "
111,826	E. C. No. 1	"	"	1899	"	79 3	30 0	7 0	143	Edward Cook Vancouver, B.C.
111,814	E. C. No. 2	"	"	1901	"	70 0	22 5	6 1	85	" " "
111,821	E. C. No. 3	"	"	1886	"	79 3	27 0	6 0	114	" " "
112,240	E. C. No. V	"	"	1901	"	75 0	25 0	6 6	105	" " "
116,158	E. H. H. & Co. No. 2	"	"	1902	"	65 2	22 0	5 0	53	Ed. H. Heaps, *et al.*, Vancouver, B.C.
*100,762	E. A. Fulton	Sarnia	Schr—Glt	1863	Toledo, Ohio, U.S.A.	137 0	25 0	10 3	288	Frank Jackson and R. Philip, J.O., Toronto, Ont.
103,265	E. A. Lombard	St. John, N.B	"	1864	Essex, Mass., U.S.A.	76 6	21 5	7 3	63	H. J. Marson, St. John, N.B.
90,479	E. A. O'Brien	Maitland	Bk—Bq	1891	Noel, N.S.	185 0	37 4	21 3	1037	G. A. Slawenwhite, M.O., Mahone Bay, N.S.
90,839	E. A. Sabean	Port Medway	Schr—Glt	1901	Liverpool, N.S.	121 8	30 2	11 1	249	Amos Sabean, *et al.*, Port Medway, N.S.
88,253	E. B. Colwell	St. John, N.B	"	1883	Carleton, N.B	44 6	14 3	5 9	19	Anselm Wallace, Black's Harbour, N.B.
†94,810	E. B. Marvin	Victoria	"	1884	Kennebunk, Me., U.S.A	92 2	24 4	8 8	96	Victoria Sealing Co., Ltd., Victoria, B.C.
107,254	E. C. Ward	New Westminster	"	1896	Fairhaven, Wash., U.S.A	27 5	10 6	4 1	10	Wm. Cruickshank, New Westminster, B.C.
77,604	E. D. Myra	Halifax	"	1878	LaHave, N.S.	60 0	19 8	7 5	43	G. B. McLeod, French River, P.E.I.
61,132	E. G. Benedict	Montreal	"	1869	Mill Point, Ont.	104 5	26 2	8 3	155	Thomas Lucas, Windsor, Ont.
116,877	E. G. Lewis	St. Catharines	Barge—Chd			96 0	18 0	8 6	113	Stephen Bradley, Toronto, Ont.
77,694	E. H. Rutherford	Hamilton	Schr—Glt	1881	Port Dalhousie, Ont.	133 6	22 2	10 7	286	Robt. Crawford, Kingston, Ont.
122,191	E. J. Fader No. 3	New Westminster	Barge—Chd	1907	New Westminster, B.C.	85 0	24 0	7 0	113	Torpedo Freighting & Tug Co., Ltd., New Westminster, B.C.
100,129	E. J. McVea	Wallaceburg	Schr—Glt	1873	Allegany, Mich., U.S.A.	140 4	25 7	10 2	276	W. W. Stover, Sombra, Ont.
59,373	E. M. Oliver	St. Andrews	"	1876	Back Bay, N.B.	37 2	14 0	6 1	14	Mrs. Annie Harkins, Dipper Harbour, N.B.
116,506	E. M. Zellars	Lunenburg	"	1904	Lunenburg, N.S.	82 5	24 0	9 0	84	Emanuel Zellars, M. O., Lunenburg, N.S.
71,267	E. R. C. Proctor	Cobourg	"	1878	Brighton, Ont	109 4	25 5	9 2	163	J. E. Proctor, Brighton, Ont.
73,083	E. Bonaventure	Montreal	Barge—Chd	1874	Lanoraie, Que.	99 9	22 9	6 9	111	Oliver Paul, Sorel, Que.

* Formerly "A. Boody." † Foreign name "Mollie Adams."

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126,141	E. Daneau	Sorel	Sloop	1908	Pierreville, Que	108 7	23 1	6 9	127	Emmanuel Daneau, Pierreville, Que.
103,550	E. Maurice	Halifax	Schr—Glt	1896	Ship Harbour, N.S.	61 5	18 2	6 7	46	Wm. Maurice, Bay St. George, Nfld.
103,739	E. Mayfield	Parrsboro'	"	1898	Parrsboro', N.S.	70 7	22 2	7 3	75	B. E. Merriam, Parrsboro', N.S.
80,395	E. Merriam	"	"	1882	"	132 1	31 3	12 9	331	F. C. Beatteay, St. John, N.B.
97,192	Eagle	Chatham, N.B	"	1891	Tracadie, N.B	48 6	17 1	5 8	29	Wm. Ferguson, Tracadie, N.B.
100,998	Eagle	"	"	1892	Shippigan, N.B.	33 0	12 2	4 4	10	T. Ahier, Shippigan, N.B.
.....	Eagle	Montreal	Barge—Chd	1872	Quebec, Que.	136 5	26 0	9 8	316	Montreal Transportation Co., Ltd., Montreal, Que.
83,113	Eaglet	Halifax	Sloop	1880	Lunenburg, N.S	24 4	9 7	3 5	3	Lt. Douglas G. Prinsep, R.A., Halifax, N.S.
107,294	Earl D.	Annapolis Royal	Schr—Glt	1900	Port George, N.S.	74 0	21 8	7 7	61	Elias Woodworth, Port George, N.S.
122,009	Earl Grey	Lunenburg	"	1907	Lunenburg, N.S.	94 2	24 7	10 2	96	Freeman Corkum, *et al.*, Lunenburg, N.S.
116,904	Earl Grey	Parrsboro	"	1906	Port Greville, N.S.	144 3	34 0	12 1	379	J. N. Pugsley, M.O., Parrsboro', N.S.
103,013	Earl of Aberdeen	Parrsboro'	"	1894	Parrsboro', N.S.	154 7	35 2	12 6	416	C. C. Langill, M.O., *et al.*, Parrsboro', N.S.
111,730	Earle V. S.	Lunenburg	"	1902	Mahone Bay, N.S.	93 2	25 0	9 6	100	John B. Young, Lunenburg, N.S.
64,711	Early Dawn	Arichat	"	1872	Port Hawkesbury, N.S.	45 3	15 7	5 8	26	Geo. H. Bissett, River Bourgeoise, N.S.

74,091	Eastern Clipper	Halifax	Schr—Glt	1861	Georgetown, P.E.I	58 5	18 4	6 3	35	M. S. Magrath, East Dover, N.S.
107,609	Eastern Light	Weymouth	"	1902	Weymouth, N.S	49 0	17 0	6 0	40	Austin Levi, Grand Manan, N.B.
37,445	Echo	Liverpool	"	1836	Shelburne, N.S	48 0	12 9	7 3	31	David Condon and John De Molitor, Halifax, N.S.
	Echo	Toronto	"	1869	Toronto, Ont	69 0	14 4	5 7	50	D. C. Smith, Belleville, Ont.
103,479	Echo	Victoria	"	1891	Fairhaven, Wash., U.S.A.	47 8	13 7	5 7	24	Miss Mary L. Jones, Victoria, B.C.
75,813	Eclipse	Halifax	"	1877	Port Piswick, N.S	55 0	19 8	8 0	52	Constant Garnier, Bay St. George, Nfld.
83,261	Economist	Digby	"	1883	Granville, N.S	36 5	14 3	5 6	14	Jessie Parker, Paul's Harbour, N.S.
111,895	Eddé Theriault	Weymouth	"	1904	Belliveau's Cove, N.S.	104 0	27 3	10 0	168	Peter A. Theriault, *et al.*, Belliveau's Cove, N.S.
116,313	Eddie	Amherstburg	"	1892	Mount Clements, U.S.A	59 5	17 6	3 6	29	H. A. Hackett, Amherstburg, Ont.
103,053	Eddie C	Yarmouth	"	1892	Argyle, N.S	32 0	10 5	5 0	11	Leander Amiro, Pubnico, N.S.
121,791	Eddie C	"	Sloop	1905	Port Clyde, N.S	30 0	11 0	6 0	10	C. D. Cooke, Port la Tour, N.S.
103,066	Eddie J	Digby	Schr—Glt	1895	Pubnico, N.S	49 8	17 0	6 5	23	Willard Outhouse, Tiverton, N.S.
116,205	Eddie James	Yarmouth	"	1903	Shelburne, N.S	78 0	22 6	9 0	79	The Yarmouth Trading Co., Limited, Yarmouth, N.S.
121,800	Edessa	"	Sloop	1905	Shelburne, N.S	38 0	12 2	6 6	15	J. B. Clements, Yarmouth, N.S.
96,976	Edith	Halifax	"	1892	Sable River, N.S	54 0	17 5	7 4	40	J. H. McDonald, Gabarouse, N.S.
100,339	Edith	Maitland	"	1894	Maitland, N.S	69 7	18 5	5 7	45	R. H. Putnam, Onslow, N.S.
96,865	Edith	Prescott	Barge—Chd	1897	Toronto, Ont	130 0	27 0	11 0	353	The Canada Sugar Refining Co., Ltd., Montreal, Que.
116,528	Edith F. S.	Yarmouth	Schr—Glt	1905	La Have, N.S	69 4	21 8	8 5	67	The Yarmouth Trading Co., Ltd., Yarmouth, N.S.
85,683	Edith L	Digby	"	1883	Westport, N.S	46 6	12 8	5 2	16	R. W. Ford, Westport, N.S.
112,280	Edith L	"	"	1902	Port Maitland, N.S	46 6	13 0	6 0	26	Maynard Young, West Dover, N.S.
103,060	Edith M	Quebec	"	1895	Argyle, N.S	48 0	15 5	5 3	20	Zoel Jomphe, Seven Islands, Que.
116,830	Edith Pauline	Barrington	Sloop	1903	Shelburne, N.S.	32 0	11 0	6 0	10	Reuben C. Swim, Clarke's Harbour, N.S.
121,828	Edmond	Montreal	Sloop	1906	Leclercville, Lotbiniere, Que.	75 1	6 6	8 6	68	Edmond Perusse, Leclercville, Lotbiniere, Que.
116,957	Edmund Hall No. 1	Sarnia	Dredge—Drague	1896	Bay City, U.S.A	79 0	30 0	7 0	246	The Canada Construction & Dredging Co., Ltd., Toronto, Ont.
61,606	Edmund Russell	Arichat	Schr—Glt	1871	Isaac's Harbour, N.S	47 0	15 6	6 0	28	William F. Harris, Cheticamp, N.S.

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
96,864	Edna	Quebec.	Barge—Chd	1897	Montreal, Que.	129 4	28 0	11 2	369	F. and W. J. Carbray, Quebec, Que.
107,075	Edna	St. John, N.B	Sloop	1898	St. John, N.B	24 8	7 0	2 3	3	W. H. McIntyre, St. John, N.B.
107,919	Edna Belle	St. Andrews	Sloop	1900	West Isles, N.B.	35 0	12 7	5 2	14	Walter Cheney, Grand Manan, N.B.
116,239	Edna L.	Digby	Schr—Glt	1905	Rossway, N.S.	31 5	11 3	5 5	11	K. H. A. Lewis, M.O., Rossway, N.S.
122,570	Edna M.	Yarmouth.	Sloop	1907	Shag Harbour, N.S.	34 0	11 0	6 0	11	William J. Halliday, Shag Harbour, N.S.
112,238	Edna M. Smith	St. John, N.B	Bk—Bq	1903	Harvey Bank, N.B.	164 9	35 1	18 0	736	John N. Smith, *et al.*, Lower Coverdale, N.B.
116,909	Edna May	Parrsboro'	Schr—Glt	1907	Parrsboro', N.S.	64 3	22 0	6 8	62	John Woods, M.O., Parrsboro', N.S.
112,003	Edna V. Pickels	Annapolis Royal	"	1905	Salmon River, N.S.	154 5	35 0	12 0	389	F. W. Pickels, M. O., Annapolis Royal, N.S.
107,897	Edouard Dina	Montreal	Sloop	1899	Notre Dame de Pierreville, Que,	77 8	19 2	5 4	50	Adrien Leveillée, St. Michel d'Yamaska, Que.
117,103	Edson Fitch	Ottawa	Barge—Chd	1904	Hull, Que	120 0	24 0	7 9	171	The Ottawa Transportation Co. Ltd., Ottawa, Ont.
103,449	Edward	"	"	1889	Buckingham, Que.	67 8	15 7	5 0	30	Geo. Bothwell, Buckingham, Que.
107,954	Edward Grover	Lunenburg.	Schr—Glt	1874	Essex, Mass., U.S.A.	79 6	21 6	7 8	69	Geo. A. Cruikshank, Sydney, N.S.
103,114	Edward Morse	St. Andrews	"	1888	Friendship, Me., U.S.A.	56 0	17 6	6 3	32	A. Calder, jr., Campo Bello, N.B.
74,101	Edward S. Falt	Halifax.	"	1877	Petite Rivière. N.S.	68 5	20 6	8 2	68	J. C. Seeley, Bonne Bay, Nfld.

*116,845	Edward S. Pease	Owen Sound	Barge—Chd			160	0	25	6	11	0	338	The Crawford Tug Co., Ltd., Wiarton, Ont.
117,033	Edwards Bros. No. 3	Sault Ste. Marie	Dredge—dragu	1902	Sault Ste Marie, Mich., U.S.A.	63	0	22	0	5	4	202	Jacob Stevenson, Sault Ste. Marie, Ont.
103,106	Edwidge	Montreal	Sloop	1894	Yamaska, Que	107	2	23	0	9	6	173	Jos. Daneau, Pierreville, Que.
97,080	Edwin A. Grozier	Charlottetown	Schr—Glt	1862	Essex, Mass., U.S.A.	69	0	19	8	7	4	57	Neil McDougall, Charlottetown, P.E.I.
97,023	Edwina	Barrington	Schr—Glt	1889	Shag Harbour, N.S	34	0	11	9	5	3	11	Moses Penny, Cape Island, N.S.
111,715	Edyth	Lunenburg	"	1901	Mahone Bay, N.S.	120	4	27	2	11	2	198	Abraham Ernst, Mahone Bay, N.S.
103,789	Effie B. Nickerson	Shelburne	Sloop	1898	Shelburne, N.S	41	0	17	0	7	3	22	A. Stanley and J. E. Gaskill, Grand Manan, N.B.
111,425	Effie Howard	Halifax	Schr—Glt	1902	Sheet Harbour, N.S.	45	9	13	6	6	2	23	Edward R. Heather, Pugwash, N.S.
80,721	Effie Maud	Quebec	"	1879	Métis, Que	68	1	20	9	7	5	66	Joseph Guimont, Matane, Que.
100,875	Effie Maud	St. John, N.B	"	1893	Newcastle, N.B	62	1	22	0	5	9	62	Fred Gough, St. Martin's, N.B.
116,512	Effie May	Lunenburg	"	1904	Lunenburg, N.S	64	2	18	7	7	8	49	Mrs. Dorothy E. Nauss, Dartmouth, N.S.
107,795	Effie May	St. John, N.B	"	1899	Cumberland Bay, N.B.	69	9	24	5	6	5	67	M. Kennie and D. Olliver, Waterborough, N.B.
75,421	Effie Young	Annapolis Royal	"	1877	Granville, N.S	83	4	24	0	8	5	119	A. Elliott, Port George, N.S.
107,299	Effort	"	"	1901	"	73	0	22	7	8	0	63	James E. Ogilvie, Parrsboro', N.S.
92,649	Effort	Wallaceburg	Barge—Chd	1889	Wallaceburg, Ont.	72	8	20	8	4	5	51	Mrs. Marion Ribble, Dresden, Ont.
80,008	Egeria	St. John, N.B	Bk—Bq	1879	Harvey, N.B.	173	1	35	9	19	5	897	E. E. Hutchings, New York, U.S.A.
	Eight (8)	Montreal	Barge—Chd	1871	Pierreville, Que	93	3	19	0	4	0	99	N. Vigneau, Montreal, Que.
121,730	Eileen	Vancouver	Yawl—Yole	1904	Vancouver, B.C.	23	1	9	0	4	4	8	Walter E. Graveley, Vancouver, B.C.
77,603	Eldon C	Halifax	Schr—Glt	1878	La Have, N.S	50	0	17	0	6	5	27	Angus Bowser Halifax, N.S.
121,866	Eldora	Lunenburg	"	1906	"	76	6	22	6	9	0	79	Amiel Corkum, M.O., LaHave, N.S.
53,811	Electric Flash	Halifax	"	1869	Vogler's Cove, N.S	67	0	21	0	7	6	53	Mrs. Annie Poirier, Montague Bridge, P.E.I.
80,790	Electric Light	Digby	"	1881	Freeport, N.S	52	4	18	3	6	8	34	G. H. McCormack, *et al.*, Digby, N.S.
112,099	Electro	Lunenburg	"	1902	La Have, N.S	80	0	23	2	9	2	88	Edmund B. Walters, La Have, N.S.
107,150	Electron	Vancouver	Scow—Chd	1880	Victoria, B.C.	72	8	20	2	6	0	64	Canadian Pacific Railway Co., Montreal, Que.

* Formerly a steamer.

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116,605	Elevator Dredge Premier.	Montreal	Dredge—Drague	1905	Montreal, Que	86 0	31 5	9 2	177	F. Gilbert, Montreal, Que.
122,287	Elfreda May	Shelburne	Schr—Glt	1908	Shelburne, N.S.	79 0	22 8	9 1	78	Walter C. Patten, Grand Bank, Nfld.
126,251	Elia	Chatham, N.B.	"	1898 Unknown / 1908 Escuminac, N.B		32 3	10 8	5 0	11	Peter Richard, Escuminac, N.B.
116,979	Elie Anne	Chatham, N.B.	Schr—Glt	1905	Caraquet, N.B.	40 0	13 2	5 8	17	Joseph Dorion (son of Jules) Caraquet, N.B.
88,408	Elihu Burritt.	Parrsboro'	"	1858	Gloucester, Mass., U.S.A	63 6	18 6	7 0	50	J. W. Spicer, Spencer's Island, N.S.
73,012	Elisa	Quebec	Barge—Chd	1875	St. Jean Deschaillons, Que	82 7	21 5	6 4	81	Gédéon Goyer, Montreal, Que.
103,109	Elise	Montreal	Sloop	1894	St. Thomas, Que	130 2	29 3	12 4	321	J. Abbotts, Montreal, Que.
92,465	Elisha Crowell	Halifax	Schr—Glt	1869	Essex, Mass., U.S.A.	72 5	20 9	7 7	69	S. R. Giffin, Isaac's Harbour, N.S.
103,590	Eliza	Chatham, N.B.	"	1896	Caraquet, N.B.	38 0	13 1	4 8	13	The C. Robin, Collas Co., Ltd., Halifax, N.S.
100,293	Eliza	"	"	1891	Shippigan, N.B.	37 6	13 6	5 0	15	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
71,616	Eliza	Montreal	Sloop	1873	Yamaska, Que.	107 0	22 6	7 2	117	Pacific Plante, Sorel, Que.
71,138	Eliza Allan	Port Dover	Schr—Glt	1875	Port Dover, Ont.	84 6	21 1	7 7	110	Ed. Harris, Port Dover, Ont.
59,391	Eliza Ann	St. Andrews	"	1877	Grand Manan, N.B.	31 2	12 0	5 0	12	John Wills, Grand Manan, N.B.
103,536	Eliza C	Halifax	"	1896	Chezetcook, N.S.	45 4	14 6	5 3	17	D. E. Conrad, M.O., Chezetcook, N.S.

.....	Eliza Fisher.....	Port Hope	Schr—Glt	1867	Portsmouth, U.S.A.....	94 2	24 4	9 3	137	R. C. Smith, Port Hope, Ont.
116,821	Eliza Gorcham.....	Barrington	"	1904	Port Clyde, N.S..	83 3	22 6	8 2	79	Charles A. Gorcham, *et al.*, Wood's Harbour, N.S.
92,464	Eliza M.....	Chatham, N.B....	"	1888	New London, P.E.I. ...	43 5	14 2	5 3	18	Jos. L. Shea, Lot No. 1, P.E.I.
90,557	Eliza White.....	Kingston	" ...	1867 / 1887	Port Burwell, Ont . ..	93 0	23 3	8 3	106	P. McManus, Picton, Ont.
111,522	Elizabeth	Digby.....	Sloop	1900	Comeanville, N.S.	36 5	14 0	7 0	21	E. C. Comeau, *et al.*, Comeauville, N.S.
51,791	Elizabeth	Liverpool	Schr—Glt	1866	Port Mouton, N.S	40 0	14 8	6 5	20	John Campbell, Liverpool, N.S.
59,909	Elizabeth	Quebec	"	1869	Malbaie, Que	50 0	15 0	5 7	27	J. Caron, Macnider, Que.
103,325	Elizabeth Ann.....	Port Hawkesbury...	"	1899	Cheticamp, N.S.....	34 6	11 3	5 5	11	David Bourgeois, Cheticamp, N.S.
88,503	Elizabeth Nash.....	Sydney.....	"	1883	George's River, N.S.....	50 0	18 8	7 2	36	J. H. Christie, Little Bras d'Or, N.S.
... .	Elk	Hamilton	"	1856	Port Robinson, Ont.....	102 0	21 2	10 0	180	E. H. Butters, New York, U.S.A.
83,308	Ella.....	Liverpool	"	1879	Brooklyn, N.S	33 5	10 6	4 5	10	J. C. Hanson, Mahone Bay, N.S.
83,069	Ella Clarissa Eddy..	Ottawa.....	Barge—Chd ...	1881	Hull, Que....	111 4	22 2	7 0	141	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
90,181	Ella D	Halifax.....	Schr—Glt	1884	Pleasantville, N.S.	49 6	17 6	6 8	32	J. L. Oxner, Chester Basin, N.S.
116,872	Ella M..... .. .	St. Catharines	Dredge—Dragne	1904	Welland, Ont.....	101 0	37 0	9 2	384	M. J. Hogan, Montreal, Que.
80,882	Ella Mabel.....	St. Andrews.....	Schr—Glt	1880	St. George, N.B	34 6	12 4	7 0	14	Alec. Calder, jr., Campo Bello, N.B.
121,994	Ella Mason.....	Lunenburg.	"	1906	Lunenburg, N.S.....	74 2	22 4	8 7	74	Isaac D. Mason, M.O., Lunenburg, N.S.
90,712	Ella May	Halifax..... ..	"	1885	Chester, N.S.....	40 2	14 7	6 3	19	Chas. Cook, Isaac's Harbour, N.S.
122,424	Ella May	Halifax	"	1907	Allendale, N.S.	69 9	19 0	8 7	57	Ainsley Hubley, M.O., Hackett's Cove, N.S.
80,832	Ella May.....	Lunenburg	"	1880	West Dublin, N.S.....	37 0	12 1	5 4	16	Chas. Tufts, Dartmouth, N.S.
103,328	Ella May.....	Port Hawkesbury...	"	1900	Steep Creek, N.S...	54 0	14 8	7 5	31	Hibbert Carr, Steep Creek, N.S.
107,312	Ella S	Halifax.....	"	1893	Spry Bay, N.S.....	31 2	9 8	5 4	10	James Glawson, Popes' Harbour, N.S.
88,594	Ellen A. Read.	Yarmouth.....	Ship—3 m....	1884	Tusket, N.S..... .. .	230 5	41 6	24 0	1750	Robert Moore, London, Eng.
107,127	Ellen L. Maxner...	Lunenburg	Schr—Glt	1899	Lunenburg, N.S	87 5	23 5	9 3	93	L. A. Hirtle, *et al.*, Lunenburg, N.S.
72,060	Ellen Mary.....	Shelburne	"	1878 / 1891	Cheticamp, C.B.	61 9	18 3	6 9	45	E. H. and King Perry, North East Harbour, N.S.
90,726	Ellen Maud.....	Halifax....	"	1887	Mahone Bay, N.S.....	40 4	13 9	6 0	16	W. H. Whiston, Halifax, N.S.

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69,173	Ellen May	Pictou, N.S.	Schr—Glt	1873	Lunenburg, N.S.	68 0	20 6	8 5	60	D. Arthur Foster, Pictou Landing, N.S.
107,343	Ellen R	Barrington	"	1901	Pubnico, N.S.	44 2	15 5	5 4	20	Geo. L. Banks, Barrington Passage, N.S.
74,074	Ellie	Halifax.	"	1876	West Dublin, N.S	84 0	24 0	9 7	96	The Port Hood Coal Co., Ltd., Halifax, N.S.
116,521	Ellwood	Sydney.	"	1905	Lunenburg, N.S	48 5	13 5	6 1	16	Daniel Gillies, Sydney, C.B.
107,637	Ellwood	New Westminster.	Barge—Chd	1898	Seattle, Wash., U.S.A.	28 0	8 0	3 0	5	Thos. H. Worsnop, Atlin, B.C.
77,740	Elmer	Digby	Schr—Glt	1879	Beaver River, N.S.	41 4	14 0	5 4	15	John W. Snow, Granville, N.S.
85,465	Elmire	Quebec.	"	1883	Anse St. Jean, Que	57 6	20 0	7 8	49	Louis Lessard, Quebec, Que.
100,189	Elsie	Montreal	Sloop	1889	Boston, Mass., U.S.A.	20 4	6 8	1 9	1	Robt. C. Nelles, Montreal, Que.
83,205	Elsie	Windsor, N.S.	Schr- Glt	1881	Parrsboro', N.S.	34 9	13 4	4 9	10	Andrew Miller, St. John, N.B.
111,633	Elsie F	Lunenburg	"	1900	Chester Basin, N.S.	66 2	20 6	8 4	62	James Freda, Chester, N.S.
122,318	Elsie M. Walters	Lunenburg	"	1908	Lunenburg, N. S.	94 2	24 7	10 2	97	W. Norman Reinhardt, M. O., La Have N.S.
103,787	Elva	Shelburne	"	1897	Shelburne, N.S	98 0	24 0	9 0	119	Ed. A. Dunphy, Shelburne, N.S.
122,470	Elva Belle	Yarmouth	Sloop	1906	Clyde, N.S.	32 0	11 2	6 0	11	Elam Thomas, M. O., Cape Negro, N.S.
103,424	Elva M.	Charlottetown.	Schr—Glt	1895	Mahone Bay, N.S.	79 6	23 3	9 3	92	Edward Boswell, Victoria, P.E.I.

112,262	Elzear	Montreal	Sloop	1902	Yamaska, Que.	86	0	22 0	5 8	82	Delphis Millette, Sorel, Que.
75,432	Emaroy	Ottawa	Barge—Chd	1867	Ticonderoga, N.Y., U.S.A.	86	0	14 7	6 6	79	Nelson Flowers, Ottawa, Ont.
107,718	Emblem	Vancouver	Scow—Chd	1896	Ladner, B.C.	41	5	12 0	2 7	10	Pacific Coast Packing Co., Ltd., Vancouver, B.C.
80,729	Emelia	Quebec	Schr—Glt	1880	St. Irénée, Que	44	5	16 5	5 9	25	David Toussaint, St. Jean Port Joli, Que.
53,819	Emelia	"	"	1864	Lotbinière, Que.	63	8	20 0	6 5	47	Eugène Singelet, Les Escoumains, Que.
103,749	Emerald	Digby	"	1896	La Have, N.S.	52	9	17 3	6 5	29	John H. Syda, and J. W. Cousins, Digby, N.S.
85,417	Emerald	St. Catharines	Bk—Bq	1872	Port Colborne, Ont.	139	0	25 6	11 5	322	F. McMaster, Deseronto, Ont.
107,372	Emerald	Sydney	Schr—Glt	1899	Aspy Bay, N.S	44	5	13 7	5 3	15	John Buchanan, St. Ann's, C.B., N.S.
103,246	Emérillon	Montreal	Sloop	1894	St. Thomas, Que.	90	1	21 4	5 2	84	A. Gervais, St. Michel d'Yamaska, Que.
116,446	Emerson Faye	Digby	Schr—Glt	1904	Shelburne, N.S	66	0	18 4	7 8	47	Milton Hains and Edwin Hains, Freeport, N.S.
88,293	Emery	Quebec	Barge—Chd	1884	St. Ours, Que.	99	5	21 8	6 5	97	F. Paul, St. Pierre de Sorel, Que.
80,578	Emery Bailey	Windsor, Ont.	Schr—Glt	1868	Toledo, Ohio, U.S.A.	70	0	17 9	4 2	47	R. Smith, Oakville, Ont.
100,801	Emigrant	Victoria	Scow—Chd	1890	Port Discovery, Wash., U.S.A.	82	0	21 8	5 0	78	Wm. J. Macaulay, Victoria, B.C.
107,226	Emile	Quebec	Schr—Glt	1897	St. Thomas, Que.	65	6	22 1	6 6	55	F. Morel and Joseph Gagné, St. Anne de la Pocatière, Que.
103,150	Emile Vézina	"	Sloop	1894	Isle aux Grues, Que.	53	2	19 6	4 4	31	Emelien Vézina, Isle aux Grues, Que.
111,680	Emily	Parrsboro'	Schr—Glt	1902	Spencer's Island, N.S.	64	6	23 1	6 5	59	Isaac Fulmore, M.O., Five Islands, N.S.
94,844	Emily	Windsor, Ont.	Scow—Chd	1890	Belle River, Ont.	62	4	15 1	3 0	29	E. Parent, Belle River, Ont.
116,554	Emily Anderson	Maitland	Schr—Glt	1906	Lower Selmah, N.S.	118	4	30 6	10 0	218	William Anthony, Maitland, N.S.
112,362	Emily B. Maxwell	Port Hope	"	1881	Manitowoc, Wis. U.S.A.	148	5	30 3	10 6	327	James H. Peacock, M.O., Port Hope, Ont.
121,657	Emily C.	Yarmouth	Sloop	1905	Meteghan, N.S.	33	0	10 4	6 0	11	N. Comeau, Meteghan, N.S.
103,492	Emily L.	Lunenburg	Schr—Glt	1895	Mahone Bay, N.S.	35	8	11 2	4 5	10	John F. Ryan, Halifax, N.S.
121,817	Emily R.	Digby	"	1908	Meteghan River, N.S.	55	0	16 1	6 6	30	Elisée J. Robicheaud, Meteghan River, N.S.
96,723	Emma	Chatham, N.B.	"	1889	Shippigan, N.B.	36	5	13 0	5 0	15	Sebastian Noël, Shippigan, N.B.
92,585	Emma	Gaspé	"	1890	Sydenham, Gaspé, Que.	39	5	13 1	5 5	19	Thos. Kennedy, Douglastown, Que.
	Emma	Montreal	Barge—Chd	1864	Yamaska, Que.	87	8	22 3	5 6	81	Moïse Lamirande, St. Thomas, Que.

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85,776	Emma	Montreal	Sloop	1883	Lachine, Que	96 0	19 0	6 4	99	P. St. Denis, Lachine, Que.
83,082	Emma	Pictou, N.S	Schr—Glt	1880	Margaree, N.S.	42 0	15 0	6 5	24	H. Hayden, River John, N.S.
103,988	Emma	Quebec	"	1897	Berthier, Que.	36 0	12 4	5 0	13	Jos. Bilodeau, Berthier, Que.
111,493	Emma	"	"	1900	Mille Vaches, Que	62 2	20 4	6 6	53	Charles Gagnon, St. Siméon, Que.
92,516	Emma	St. Andrews	"	1873	Essex, Mass., U.S.A.	47 0	13 3	5 0	22	Walter Calder, Campo Bello, N.B.
121,884	Emma B	Yarmouth	Sloop	1905	Cape Island, N.S.	31 0	10 6	6 0	10	Walter S. Ross, Cape Island, N.S.
103,542	Emma Brow	Halifax	Schr—Glt	1896	Harbour au Bouche, N.S.	43 0	13 4	6 4	17	F. Fougere, Harbour au Bouche, N.S.
126,024	Emma Burke	Sydney	"	1908	Ingonish, N.S	37 0	12 4	5 6	12	Sidney S. Burke, Ingonish, N.S.
79,913	Emma C.	Annapolis Royal	"	1883	Dorchester, N.B	76 7	25 1	8 3	100	Isaac Hutchison, Brighton, N.S.
107,604	Emma D	Weymouth	"	1900	Mavilette, N.S.	42 0	13 3	6 0	20	Théophile Doucette, Mavilette, N.S.
57,476	Emma E. Potter	Annapolis Royal	"	1870 / 1894	Clements, N.S.	93 6	24 5	8 0	98	Samuel Potter, Clementsport, N.S.
122,025	Emma E. Whidden	Liverpool	"	1907	Liverpool, N.S.	118 4	31 3	10 9	199	C. E. Whidden and Daniel McKinnon Antigonish, N.S.
85,738	Emma F.	Lunenburg	"	1881	Port Medway, N.S.	35 3	11 8	5 6	13	Mrs. Eliza Cook, Halifax, N.S.
71,357	Emma Gidney	Halifax	"	1876	Mink Cove, N.S.	61 0	18 5	7 5	48	J. P. Savage, Amherst, Magdalen Islands, Que.

121,992	Emma H.	Lunenburg	Schr—Glt	1906	Mahone Bay, N.S.	73	0	22 7	8 3	71 Abraham Ernst, M.O., Mahone Bay, N.S.
117,054	Emma Jane	Canso	"	1906	White Haven, N.S.	38	0	13 3	7 0	16 John L. George, White Haven, N.S.
83,083	Emma Proctor	Port Hawkesbury	"	1881	Port Hawkesbury, N.S.	58	0	20 9	7 8	41 Alex. F. Cameron, Sherbrooke, N.S.
85,439	Emma R. Smith	Windsor, N.S.	"	1883	Horton, N.S.	131	0	30 0	15 8	386 E. E. Hutchings, Brooklyn, N.Y. U.S.A.
59,382	Emma T. Story	St. John, N.B.	"	1862 / 1888	Bristol, Me., U.S.A.	48	3	18 8	6 4	40 Willet Ogilvie, Hantsport, N.S.
122,259	Emmet	Quebec	Barge—Chd	1907	St. Irénée, Que.	121	6	32 0	7 7	249 The Kaine & Bird Transportation Co., Ltd., Quebec, Que.
121,909	Emmie G.	Barrington	Sloop	1906	Clarke's Harbour, N.S.	31	0	11 0	6 0	10 Vincent Nickerson, Cape Island, N.S.
74,211	Empereur du Fleuve	Montreal	"	1872	St. François, Que.	96	5	22 6	6 1	95 L. Turcotte, St. Michel d'Yamaska Que.
100,911	Emperor	Chatham, N.B.	Schr—Glt	1892	Caraquet, N.B.	36	3	12 7	4 4	10 T. Athier, Shippigan, N.B.
85,333	Emperor	Lunenburg	"	1882	Mahone Bay, N.S.	61	3	20 9	7 7	51 A. W. Bragg, Channel, Nfld.
116,390	Empire	Port Arthur	Barge—Chd	1906	Collingwood, Ont.	160	0	40 0	12 0	768 The Canadian Towing & Wrecking Co., Ltd., Port Arthur, Ont.
75,569	Empress	Arichat	Schr—Glt	1877	La Have, N.S.	60	0	20 0	7 6	47 Simon Poirier, Descouse, N.S.
75,901	Empress	Charlottetown	"	1878	Escuminac, N.B.	50	5	16 4	6 9	26 Thomas Gosbee, Murray Harbour, P.E.I.
107,761	Empress	"	"	1901	Montague, P.E.I.	118	0	30 8	12 6	335 Warren Wightman, Montague, P.E.I.
100,786	Empress	Chatham, N.B.	"	1888	Caraquet, N.B.	38	0	12 9	4 8	12 Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
72,576	Empress	Kingston	Sloop	1876	Seely's Bay, Ont.	84	0	19 3	5 3	62 James Doherty, Belleville, Ont.
112,133	Empress	Shelburne	"	1897	Sedgewick, Me., U.S.A.	28	0	12 0	5 1	8 A. H. Perry, Black Point, N.S.
107,123	Emulator	Lunenburg	Schr—Glt	1899	Shelburne, N.S.	90	0	24 3	9 6	99 Geo. Buffett, M.O., Grand Bank, Nfld.
122,235	Ena A.	Barrington	Sloop	1907	Clarke's Harbour, N.S.	35	5	12 0	6 0	12 Jethro Newell, Cape Island, N.S.
122,010	Ena T.	Lunenburg	Schr—Glt	1907	Tancock, N.S.	42	9	12 4	6 6	17 H. R. Silver, Ltd., Halifax, N.S.
111,513	Ena & Elsie	St. John, N.B.	Sloop	1897	Grand Manan, N.B.	36	9	14 0	5 2	13 J. A. Doon and Geo. Gardner, J.O., St. Andrews, N.B.
83,202	Enchantress	Digby	Schr—Glt	1881	Cornwallis, N.S.	34	6	12 0	5 2	10 Wm. Simons, *et al.*, Digby, N.S.
88,356	Energy	Lunenburg	"	1884	Mahone Bay, N.S.	78	3	24 0	9 3	97 Isaac Jackson, North Sydney, N.S.
.....	Energy	Montreal	Barge—Chd	1872	Montreal, Que.	109	0	23 2	9 3	194 J. T. Scanlan, Montreal, Que.
92,125	England	Quebec	"	1863	Brockville, Ont.	148	0	28 0	9 6	341 The Kaine & Bird Transportation Co., Ltd., Quebec, Que.

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126,181	Enid Hazel	Barrington	Schr—Glt	1908	Shelburne, N.S.	52 0	18 0	6 7	31	Rowland Forbes, Forbes Point, N.S.
94,735	Ensenada	Windsor, N.S.	Bktn—Bkglt	1889	South Maitland, N.S	196 0	37 0	19 1	959	F. C. Lockhart, *et al.*, Brooklyn, N.Y., U.S.A.
94,659	Enterprise	Lunenburg	Schr—Glt	1888	LaHave, N.S.	74 4	23 2	8 9	70	William Mallett, Summerside, P.E.I.
100,432	Enterprise	Moncton	Bktn—Bkglt	1891	Hopewell Cape, N.B.	159 3	33 4	13 0	499	Thomas C. Thomson, Mobile, Ala., U.S.A.
.....	Enterprise	Port Dover	Schr—Glt	1864	Long Point, Ont	40 5	11 0	4 8	16	F. A. Greatwood, Toronto, Ont.
122,467	Enterprise	Yarmouth	Sloop	1906	Cape Island, N.S.	30 0	11 0	6 0	10	David O. Gardner, M.O., Port La Tour, N.S.
107,414	Ephrem	Montreal	Barge—Chd	1899	Yamaska, Que.	104 3	22 8	8 3	144	Joseph Bertrand, Champlain, Que.
112,103	Erema II.	Halifax	Schr—Glt	1902	Mahone Bay, N.S.	73 6	22 2	8 8	71	Jonathan Evans, Grand Bank, Nfld.
64,941	Erie	Quebec	Barge—Chd	1871	Quebec, Que	123 5	24 8	9 3	207	W. W. Tate, Montreal, Que.
77,816	Erie Queen	Port Rowan	Schr—Glt	1874	Port Rowan, Ont.	115 0	23 6	10 2	217	James O'Guy, *et al.*, Oshawa, Ont.
111,434	Ermynthrude	Halifax	"	1902	Shelburne, N.S.	57 0	17 4	7 6	36	Archibald Darrach, Herring Cove, N.S.
100,581	Ernest	Montreal	Barge—Chd	1892	Pierreville, Que.	108 2	23 0	7 8	109	E. Daneau, Pierreville, Que.
103,776	Esk	Chatham, N.B	Schr—Glt	1897	Caraquet, N.B	40 0	13 3	5 0	14	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
61,446	Espérance	Chatham, N.B.	"	1871	Shippigan, N.B.	31 8	11 4	4 1	10	Thos. Ahier, Shippigan, N.B.

75,691	Espérance en Marie	Quebec	Schr—Glt	1878	St. Alexis, Que.	42 3	17 0	5 8	23	T. Guenard *dit* Durand, Grand Bay, Saguenay, Que.
88,698	Essie C.	St. John, N.B.	"	1885	Jemseg, N.B.	74 7	26 0	6 5	73	Jno. E. Moore, St. John, N.B.
100,772	Estelle	Chatham, N.B.	"	1892	Caraquet, N.B	37 1	13 5	5 0	13	P. Rive, Caraquet, N.B.
80,748	Estelle	Quebec	"	1880	Sault-au-Mouton, Que.	75 0	23 5	8 1	90	Joseph Caron, Tadousac, Que.
107,332	Estelle	Yarmouth	"	1899	Pubnico, N.S.	35 0	12 4	6 5	15	W. M. D'Entremont, Pubnico, N.S.
121,809	Estrella	"	Sloop	1905	Tusket Wedge, N.S.	35 0	11 2	6 0	11	N. Pothier, Tusket Wedge, N.S.
117,141	Etha May	Halifax	Schr—Glt	1905	Dover, N.S.	41 2	11 5	5 2	11	G. Johnson, Dover, N.S.
116,347	Ethel	Arichat	"	1896	Canso, N.S.	36 3	10 4	6 0	11	F. B. Saunders, Canso, N.S.
100,787	Ethel	Chatham, N.B.	"	1891	Caraquet, N.B.	38 6	12 8	4 5	11	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
107,473	Ethel	Digby	"	1899	White Cove, N.S.	46 0	15 7	6 1	22	Lorin Wilson, Grand Harbour, Grand Manan, N.B.
112,087	Ethel	Lunenburg	"	1902	Petite Rivière, N.S.	93 2	24 6	9 4	99	W. N. Reinhardt, La Have, N.S.
96,863	Ethel	Montreal	Barge—Chd	1897	Toronto, Ont.	130 0	27 0	11 2	335	The Montreal Transportation Co., Ltd., Montreal, Que.
103,113	Ethel	St. Andrews	Schr—Glt	1881	Pubnico, N.S.	30 0	11 0	5 0	10	W. J. Galbraith, Lepreaux, N.B.
85,551	Ethel	Yarmouth	"	1884	Tusket Wedge, N.S.	88 5	23 6	9 5	93	Angus McCloud, Halifax, N.S.
83,238	Ethel Aggie	Charlottetown	"	1882	Cape Traverse, P.E.I.	58 7	19 4	7 5	48	Clovis Richards, Buctouche, N.B.
83,196	Ethel Blanche	Pictou, N.S.	"	1884	Murray Harbour North, P.E.I.	43 2	15 0	5 7	17	Michael Pool, Souris, P.E.I.
94,705	Ethel Clarke	Digby	Bktn—Bkglt	1891	Bear River, N.S.	142 3	32 0	12 2	397	W. G. Clarke, *et al.*, Bear River, N.S.
112,236	Ethel M.	St. John, N.B	Sloop	1901	St. John, N.B.	24 3	9 8	3 0	5	Walter Logan, St. John, N.B.
107,475	Ethel May	Digby	"	1899	Parker's Cove, N.S.	33 0	12 7	6 0	16	George E. Corbett, Annapolis Royal, N.S.
121,688	Ethel May	Yarmouth	"	1901	Clarke's Harbour, N.S.	33 0	11 4	6 0	10	S. Messenger, Cape Island, N.S.
122,593	Ethel R.	St. Andrews	Sloop	1902	St. George, N.B.	26 0	11 7	6 0	12	Clarence M. Richardson, Grand Manan, N.B.
107,793	Ethel & Carrie	St. John, N.B	Schr—Glt	1896	St. John, N.B	39 8	14 0	6 2	15	Albert Wooster, Grand Harbour, Grand Manan, N.B.
100,436	Ethyl B. Sumner	Moncton	"	1901	Harvey, N.B	136 9	33 0	12 1	353	F. W. Sumner, Moncton, N.B.
96,788	Etienne	Halifax	Sloop	1888	Halifax, N.S.	28 3	9 0	3 7	4	John E. Butler, Halifax, N.S.
100,353	Etna	Quebec	"	1886	St. Michel, Que.	37 6	13 8	5 0	14	Joseph Bergeron, Les Eboulements, Que.

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103,231	Etoile	Montreal	Sloop	1894	St. Thomas, Que	83 6	21 4	4 8	61	A. Lavigne, St. Paul, Que.
75,757	Etta	Yarmouth	Schr—Glt	1879	Brookville, N.S.	44 0	14 5	5 5	17	J. C. Webber, Westport, N.S.
111,527	Etta H	Digby	"	1901	Port Maitland, N.S.	33 0	10 2	5 9	10	Ed. Welsh, *et al.*, Westport, N.S.
122,137	Etta M	Yarmouth	Sloop	1905	Barrington, N.S.	30 0	10 6	6 0	10	Clifford Kendrick, Shag Harbour, N.S.
121,796	Etta N	"	"	1904	Cape Island, N.S.	31 0	11 4	6 0	10	J. G. Newell, Cape Island, N.S.
103,795	Etta Vaughan	Shelburne	Schr—Glt	1899	Shelburne, N.S.	83 0	23 6	9 4	98	B. P. Thorbourn, M.O., Sand Point, N.S.
85,372	Eudora	Halifax	Bk—Bq	1882	Maccan, N.S.	185 4	38 9	22 3	1110	George O'Brien, Maccan, N.S.
80,684	Eugène Demers	Montreal	Sloop	1881	Gentilly, Que	99 8	24 2	8 9	159	C. Labrecque, Lanoraie, Que.
80,754	Eugénie	Quebec	Schr—Glt	1880	Esquimaux Point, Que.	62 0	19 5	8 0	48	Charles Bernier and Samuel Côté, Cap Chatte, Que.
107,356	Eulalie C	Sydney	"	1897	North Sydney, N.S.	31 3	12 1	4 8	6	John Leonard, Main-à-Dieu, N.S.
112 310	Eureka	St. Andrews	Sloop	1901	Grand Manan, N.B.	33 4	13 0	5 5	14	L. C. Guptill, Grand Manan, N.B.
121,944	Eureka	Sorel	"	1907	Yamaska, Que	106 0	23 2	6 9	104	Mrs. Mary Labrecque, Pierreville, Que.
90,708	Euretta King	St. Catharines	Scow—Chd	1887	Welland, Ont.	110 9	23 2	6 6	130	Allan J. Holloway, Toronto, Ont.
80,672	Eva	Montreal	Barge—Chd	1881	Yamaska, Que	106 0	22 6	7 0	154	Canadian Forwarding & Export Co., Ltd. Montreal, Que.

97,036	Eva	Yarmouth	Schr—Glt	1891	Tusket, N.S.	35 4	11 9	4 7	10	Gabriel Bourke, Tusket, N.S.
122,572	Eva	Yarmouth	Sloop	1907	Pubnico, N.S.	33 0	13 0	6 8	12	Thomas Amiro, M.O., Pubnico, N.S.
122,461	Eva E.	"	"	1906	Cape Island, N.S.	30 0	10 6	6 0	10	Moses Penney, Cape Island, N.S.
116,518	Eva June	Lunenburg	Schr—Glt	1901	Lunenburg, N.S.	94 6	25 0	10 0	93	A. Corkum, M.O., La Have, N.S.
85,731	Eva L. H.	Shelburne	"	1883	Mahone Bay, N. S.	65 2	22 0	8 2	62	Bradford P. Thorbourn, M.O., Sand Point, N.S.
121,901	Eva M.	Barrington	Sloop	1905	Clarke's Harbour, N.S.	30 0	11 9	6 0	11	Allen Swim, M.O., Clarke's Harbour, N.S.
96,785	Eva M. B.	Halifax	Schr—Glt	1890	Chezetcook, N.S.	55 4	19 9	8 0	45	Ralph McKenzie, M.O., Jordan River, N.S.
*88,370	Eva Marie	Victoria	"	1884	Victoria, B.C.	108 0	18 4	6 7	77	Victor Jacobsen, Victoria, B.C.
116,343	Eva May	Arichat	"	1903	St. Peter's, N.S.	37 5	11 6	5 0	11	Thomas Boudrot and James LeBlanc, J.O., Petit de Grat, N.S.
†90,432	Eva May	Charlottetown	"	1901	Summerside, P.E.I.	76 7	21 3	9 0	69	H. W. Longworth, Charlottetown, P.E.I.
90,644	Eva Mc.	Yarmouth	"	1885	Argyle, N.S.	44 6	14 5	5 5	19	Thos. E. Nickerson, Pubnico, N.S.
83,136	Eva Stewart	Parrsboro'	"	1881	Bdrigewater, N.S.	82 6	21 2	9 3	98	E. Moore, Parrsboro', N. S.
100,705	Evadne	Pictou, N. S.	"	1900	River John, N.S.	129 2	34 0	12 1	361	Charles Archibald, Halifax, N.S.
117,048	Evangeline	Barrington	Sloop	1905	Clarke's Harbour, N.S.	30 0	11 8	6 7	11	Foster Crowell, Clarke's Harbour, N.S.
92,417	Evangeline.	Chatham, N.B.	Schr—Glt	1889	Tracadie, N.B.	33 8	11 4	5 0	11	Wm. Fruing & Co., Ltd., Jersey.
100,905	Evangeline	"	"	1892	Caraquet, N.B.	36 0	12 3	4 4	10	Fenton Carroll, Chatham, N.B.
122,058	Evangeline	Chatham, N.B.	"	1907	New Bandon, N.B.	33 8	11 5	10 2	10	Vilas Frigault, New Bandon, N.B.
92,564	Evangeline	Halifax	"	1885	Chezetcook, N.S.	42 5	15 8	6 3	23	John A. Neville, Halifax, N.S.
116,675	Evangeline	St. Andrews	Sloop	1903	Shelburne, N.S.	37 0	13 3	5 6	15	Arthur Green, Grand Manan, N.B.
122,115	Evangeline	Sydney.	Sloop	1906	Ingonish, N.S.	33 6	11 9	5 3	10	John G. Hines, M.O., Ingonish, N.S.
112,281	Eveline	Digby	Schr—Glt	1902	Meteghan, N.S.	40 0	13 7	7 0	22	Cesare Robichaud, Meteghan, N.S.
103,964	Eveline	Yarmouth	"	1895	Morris Island, N.S.	32 4	10 8	4 4	8	T. Moulison, Yarmouth, N.S.
103,794	Evelyn	Charlottetown.	"	1899	Shelburne, N.S.	107 0	26 5	10 6	167	J. C. Crosby, St. John's, N'fl'd.
	Evelyn	Kingston	"	1867	Storrington, Ont.	90 1	22 2	5 7	97	Wm. Myles, Kingston, Ont.
116,520	Evelyn	Lunenburg	"	1905	Lunenburg, N.S.	48 0	13 8	6 0	18	Daniel Deal, *et al.*, Rose Bay, N.S.

* Formerly Rainbow" and steamer "Teaser." † Formerly "Howard L." Foreign name "L. H. Nickerson."

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66,987	Evelyn	St. John, N. B.	Schr—Glt	1874	Salmon Bay, N.B.	72 8	24 4	6 8	70	John Henry Potter, Canning, N.S.
*86,540	Everett G. Griggs	Victoria	Bktn—Bkglt	1883	Belfast, Ireland.	308 2	42 9	25 1	2351	The Everett G. Griggs Ship Company, Ltd., Victoria, B.C.
94,855	Evolution	Parrsboro'	Schr—Glt	1889	Spencer's Island, N.S.	107 0	28 3	10 5	173	Cyrus L. Baird, Kentville, N.S.
111,945	Ewen No. 2	New Westminster	Barge—Chd	1898	New Westminster, B.C.	70 0	24 0	5 5	92	A. Ewen, New Westminster, B.C.
111,944	Ewen No. 4	New Westminster	"	1900	New Westminster, B. C.	60 0	18 0	4 3	46	" "
122,627	Excavator	Chatham, N.B	Dredge—Drague	1908	Chatham, N.B.	38 0	13 0	3 0	13	eter England, Chatham, N.B.
100,248	Excelsior	Halifax	Schr—Glt	1894	Spry Bay, N.S.	38 5	12 2	5 8	14	Mrs. M. W. Andrews, Isaac's Harbour, N.S.
16,846	Excelsior	Owen Sound	Dredge—Drague	1906	Welland, Ont.	100 0	36 0	9 3	372	The Owen Sound Dredge & Construction Co., Ltd., Owen Sound, Ont.
37,521	Exchange	Liverpool	"	1839	Old Sabrock, Me., U.S.A.	70 0	22 0	8 5	86	J. Slaunwhite, Mahone Bay, N.S.
80,803	Exenia	Windsor, N.S.	Schr—Glt	1880	Cornwallis, N. S.	43 0	15 5	6 2	18	Wm. Sparks, *et al.*, Grand Manan, N.B.
100,172	Exephire	Montreal	Sloop	1890	Pierreville, Que.	86 8	22 0	6 0	79	F. Lamontagne, St. Louis de Bonsecours, Que.
125,966	Exilda	Parrsboro	Schr—Glt	1908	Port Grenville, N.S.	144 9	34 0	11 4	349	J. Newton Pugsley, M.O., Parrsboro, N.S.
94,678	Extenuate	Halifax	"	1879	Mahone Bay, N.S.	31 0	11 1	5 0	10	Alex. Tough, Harrietsfield, N.S.

*Formerly "Lord Wolseley" and foreign name "Columbia."

121,714	F. No. 1	Vancouver	Scow—Chd	1904	Nanaimo, B.C.	75 0	27 0	7 0	86	John D. Foreman, Vancouver, B.C.
111,496	F. B.	Quebec	Schr—Glt	1899	Tadousac, Que.	46 4	15 5	5 6	21	Joseph E. Cloutien, Chicoutimi, Que.
107,933	F. B. & Co. No. 1	New Westminster	Barge—Chd	1900	New Westminster, B.C.	70 0	26 0	4 5	82	Wm. H. Dauphine, New Westminster, B.C.
103,198	F. P. Wade	Halifax	Schr—Glt	1895	Liverpool, N.S	89 0	24 3	9 1	99	Arthur Crooks, M.O., Liscomb, N.S.
100,632	F. C. No. 1	Victoria	Scow—Chd	1891	Nanaimo, B.C	60 0	20 0	4 9	49	J. D. Foreman, Vancouver, B.C.
†90,818	F. H. Burton	Kingston	Schr—Glt	1853	Dundas, Ont.	103 0	20 5	9 0	137	John Hart, *et al.*, Picton, Ont.
80,898	F. J. Boswell	Ottawa	Barge—Chd	1880	Hull, Que.	110 0	22 8	7 2	153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
83,424	F. Richard	Weymouth	Schr—Glt	1883	Meteghan, N.S	81 5	23 0	8 2	94	Thomas German, *et al.*, Meteghan, N.S.
111,997	F. W. Piekels	Quebec	"	1902	Bridgetown, N.S.	146 0	33 0	12 5	386	Joseph G. P. Murphy, Lauzon, Que.
116,708	F. W. Thompson	Quebec	"	1904	Leclercville, Que	94 8	23 2	7 8	119	David Tousignant, Leclercville, Que.
90,614	F. & E. Givan	Moncton	"	1886	Cambridge, N.B.	78 1	27 0	7 9	99	F. W. Givan, Moncton, N.B.
111,543	F. & R. No. 1	Vancouver	Barge—Chd	1899	New Westminster, B.C	77 1	28 2	6 7	86	George H. French, Vancouver, B.C.
111,823	F. & R. No. 2	Vancouver	"	1897	Vancouver, B.C.	68 5	21 9	6 0	80	Albert T. Ingram, Vancouver, B.C.
116,786	F. & R. No. 3	Vancouver	"	1904	Vancouver, B.C.	74 5	30 0	7 0	131	G. H. French and C. E. Robertson. J.O., Vancouver, B.C.
*72,577	Fabiola	Picton, Ont.	Schr—Glt	1852 1876	Oakville, Ont. Portsmouth, Ont.	95 0	22 3	9 0	131	James Swift, Kingston, Ont.
66,058	Fabiola	Quebec	"	1872	Deschambault, Que.	100 0	22 6	9 6	147	Thomas Frenette, Portneuf, Que.
‡100,852	Fabiola	Quebec	"	1893	Anse St. Jean, Que	70 2	21 9	8 5	81	J. Simard, M.O., St. Simeon, Que.
77,776	Fairlina	Goderich	"	1880	Kincardine, Ont	46 0	12 0	5 0	17	Jas. Johns, Southampton, Ont.
100,535	Fairplay	Yarmouth	"	1893	Clare, N.S.	33 9	11 8	4 4	11	Luke Holmes, jr., Halifax, N.S.
100,247	Fairy Queen	Halifax	"	1894	Sambro, N.S.	35 6	11 5	5 9	11	G. H. Nickerson, Sambro, N.S.
74,329	Fairy Queen	Yarmouth	"	1877	Cape St. Mary, N.S.	38 0	12 6	6 0	13	W. E. Coggins, Westport, N.S.
103,001	Falcon	Chatham, N.B.	"	1889	Shippigan, N.B.	33 0	12 6	4 4	10	T. Ahier, Shippigan, N.B.
122,304	Falcon	Lunenburg	"	1907	La Have, N.S.	79 2	23 2	9 2	85	Edman B. Walters, M.O., La Have, N.S.
122,310	Falcon	Lunenburg	Sloop	1907	Tancook, N.S.	30 4	8 0	3 2	4	Keith Hudson, Cowes, Isle of Wight, G.B.
88,276	Falcon	St. Andrews	Schr—Glt	1881	Eastport, Me., U.S.A.	39 0	13 0	5 7	12	Judson Stanley, Grand Manan, N.B.

† Formerly "Great Western." * Formerly "Royal Oak." ‡ Formerly a steamer.

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107,908	Falcon	St. Andrews	Sloop	1890	St. John, N.B	24 0	10 2	5 0	8	Mrs. Eveleen Ingalls, Grand Manan, N.B.
103,120	Falmouth	"	"	1880	Campo Bello, N.B	30 0	11 4	6 0	10	W. Dalzelle, sr., Grand Manan, N.B.
74,116	Fama	Halifax	Schr—Glt	1877	Sheet Harbour, N.S.	54 0	18 4	7 3	44	J. B. Girrior, West Arichat, N.S.
103,077	Fame	Chatham, N.B	"	1891	Shippigan, N.B	34 7	12 0	4 8	10	W. S. Loggie Co., Ltd., Chatham, N.B.
	Fane	Montreal	Barge—Chd	1867	Montreal, Que	92 1	18 8	6 8	105	P. Laplante, Lachine, Que.
103,105	Fannie	"	Sloop	1894	Yamaska, Que	133 4	28 6	18 8	305	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
83,399	Fannie R. C	Halifax	"	1882	Mahone Bay, N.S	42 0	15 5	6 5	22	Thos. Roberts, Cap Ozo, Que.
88,462	Fannie S	Arichat	Schr—Glt	1892	River Bourgeois, N.S.	49 4	17 0	6 7	28	DanielSampson, River Bourgeois, N.S.
121,900	Fannie W. Freeman	Shelburne	"	1884	Gloucester, Mass., U.S.A.	87 0	22 7	8 4	79	Frederick T. B. Young, Caraquet, N.B.
75,608	Fanny	Digby	"	1874	Cape Cove, N.S	34 8	11 6	4 5	7	E. Payson, *et al.*, Digby, N.S.
100,872	Fanny	St. John, N.B	"	1893	Perry's Point, N.B	78 5	27 3	7 0	91	S. C. Cameron, *et al.*, St. John, N.B.
61,910	Fanny Ellis	Liverpool	"	1870	Liverpool, N.S	52 0	19 0	6 6	36	P. Farrell, Liverpool, N.S.
103,493	Fanny McLean	Lunenburg	"	1881	La Have, N,S	33 8	12 4	4 7	9	D. Hume, East Chester, N.S.
121,883	Fanny Rose	Yarmouth	Sloop	1906	Tusket Wedge, N.S	36 0	12 4	7 0	15	Charles E. Pothier, M.O., Tusket. Wedge, N.S.

77,763	Fanny Young	Port Hawkesbury	Schr—Glt	1880	Shelburne, N.S.	80 0	22 5	9 1	85	W. T. Eastman and B. Buffett, North Sydney, N.S.
80,689	Faraud	Montreal	Sloop	1881	St. Thomas de Pierreville, Que.	95 0	23 0	6 3	92	Joseph Lizotte, Sorel, Que.
100,467	Faucon	Quebec	"	1889	Quebec, Que.	44 8	14 2	4 6	18	P. M. Duchêne, Quebec, Que.
97,093	Fauna	Windsor, N.S.	Schr—Glt	1890	Chester Basin, N.S.	92 0	25 6	10 4	120	W. A. Reid, *et al.*, Gabarus, N.S.
107,054	Favorite	Barrington	"	1900	Barrington, N.S.	58 0	18 1	6 6	28	Paul E. Crowell, Barrington, N.S.
	Favorite	Montreal	Barge—Chd	1873	St. Aimé, Que.	118 1	23 0	7 2	169	G. Fraser and Hugh McKinnon, Dundee, Que.
61,302	Favourite	Victoria	Schr—Glt	1868	Sooke, B.C.	71 5	22 0	8 5	80	Victoria Sealing Co., Ltd., Victoria, B. C.
75,614	Fawn	Digby	"	1877	Shelburne, N.S.	43 6	15 7	6 2	17	James E. Ogilvie, Parrsboro' N.S.
122,095	Felton C	Yarmouth	Sloop	1906	Cape Island, N. S.	36 0	13 0	7 0	16	Russell B. Wyman, Yarmouth, N.S.
122,621	Fillera	Chatham, N.B	Schr—Glt	1908	Lameque, N.B.	37 3	12 8	6 3	18	James P. Chiasson, Lameque, N.B.
107,902	Fin Back	St. Andrews	Sloop	1898	St. John, N.B	40 0	15 0	6 0	24	Frank Ingersoll, Grand Manan, N.B.
121,874	Finettie May	Yarmouth	"	1906	Yarmouth, N.S.	33 0	11 3	6 0	12	Judson A. Crocker, Yarmouth, N.S.
116,882	Fiona	Arichat	Schr—Glt	1903	Port Felix, N. S.	35 0	10 6	6 2	10	Martin Pelrine, Larry's River, N. S.
92,607	First Trial	Sydney	"	1889	Ingonish, N.S.	31 6	11 7	5 9	9	J. C. Baker, North Sydney, N.S.
211,804	Fish Hawk	Yarmouth	Sloop	1904	Cape Island, N.S	31 0	11 0	6 0	10	G. A. Swim, M. O., Clarke's Harbour, N.S.
100,298	Fisher	Chatham, N.B.	Schr—Glt	1891	Shippigan, N.B.	35 4	11 6	5 0	12	Andre D. Chiasson, Lameque, N.B.
	Five (5)	Montreal	Barge—Chd	1873	Pierreville, Que.	90 8	23 5	5 8	86	M. Lespérance, St. Anne, Que.
66,749	Flash	Halifax	Schr—Glt	1875	Liverpool, N.S.	47 0	16 0	6 7	24	J. H. Lane, Owl's Head, N.S.
80,965	Flash	St. John, N.B.	"	1881	Indiantown, N.B.	76 4	26 0	7 6	94	Amos Tower, St. John, N.B.
61,445	Flavie	Chatham, N.B.	"	1874	Shippigan, N.B.	36 5	12 2	4 5	13	Pierre Noce, Shippigan, N.B.
92,511	Fleet Wing	St. Andrews	"	1887	Westport, N.S	29 0	11 3	5 0	11	Addison Mathews, St. George, N.B.
126,109	Fleetly	Lunenburg	"	1908	Bridgewater, N.S.	108 5	29 0	10 6	174	Stannage Creaser, M.O., La Have, N.S.
111,468	Fleetwing	Chatham, N.B	"	1901	Shippigan, N.B.	38 8	12 6	5 4	14	Wm. Fruing & Co., Ltd., Jersey.
88,227	Fleetwing	Halifax	"	1884	Chezetcook, N.S.	47 5	18 2	7 8	32	Angus Reddy, Boylston, N.S.
107,665	Fleetwing	Quebec	"	1898	Seven Islands, Que.	59 2	18 2	6 2	42	Elie Imbeault, St. Irenee, Que.

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85,476	Fleetwing	Shelburne	Schr—Glt	1877 / 1897	Jordan River, N.S.	38 6	13 2	5 6	15	Wm. McMillan, Lockeport, N.S.
90,776	Fleetwing	Windsor, Ont.	"	1863	Wilson, N.Y., U.S.A.	108 0	24 6	7 9	162	Joseph Cochrane, Port Colborne, Ont.
116,967	Fleur de Lis	St. Andrews	"	1879	Gloucester, Mass., U.S.A.	36 2	13 2	5 6	16	J. Willard Smith, St. John, N.B.
77,585	Fleur de Marie	Montreal	Sloop	1878	Lanoraie, Que.	99 5	23 0	7 0	113	E. Haynemand, Lanoraie, Que.
00,868	Fleur de Marie	Quebec	Schr—Glt	1893	St. Siméon, Que.	61 4	20 2	6 4	49	Maurice Degagnez, Les Eboulements, Que.
122,146	Flirt	Yarmouth	Sloop	1906	Tusket Wedge, N.S.	36 0	13 0	6 6	16	Marc Boudreau, Tusket Wedge, N.S.
103,743	Flo F. Mader	Lunenburg	Schr—Glt	1896	Mahone Bay, N.S.	91 7	25 0	10 4	100	Charles U. Mader, Mahone Bay, N.S.
85,644	Flora	Halifax	"	1883	"	58 0	18 9	7 2	42	Freeman Boutilier, M.O. Indian Harbour, N.S.
90,654	Flora	Liverpool	"	1886	Pubnico, N.S.	75 4	21 6	8 0	64	James N. Wile, Port Medway, N.S.
83,367	Flora	Quebec	"	1880	Portneuf, Que.	76 1	20 2	6 3	65	J. B. Dussault, Portneuf, Que.
107,906	Flora	St. Andrews	Sloop	1896	West Isles, N.B.	30 0	12 2	6 2	14	Grant L. Dakin, Grand Manan, N.B.
122,046	Flora	"	Schr—Glt	1866	Essex, Mass., U.S.A.	55 0	17 2	6 5	34	Grosvenor P. Newton, Grand Manan, N.B.
111,552	Flora B	"	Sloop	1894	Grand Manan, N.B.	32 0	12 4	5 0	13	Nelson Ingersoll, Grand Manan, N.B.
83,098	Flora Bell	Port Hawkesbury	Schr—Glt	1884	Mabou, N.S.	50 5	19 2	7 1	39	Gabriel White, Margaree, N.S.

71,167	Flora Carveth	Whitby	Schr—Glt	1873	Mill Point, Ont.	115	0	23 5	8 9	190 John McLellan, M.O., Bowmanville, Ont.
117,163	Flora M	Windsor, N.S.	"	1906	Hantsport, N.S.	97	0	27 0	9 5	152 Thomas A. Marsters, Hantsport, N.S.
116,290	Flora M.J	Halifax	"	1904	Mahone Bay, N. S.	75	6	22 8	8 7	78 James Julien, M. O., Grand Desert, N. S.
94,834	Flora Woster	St. Andrews	"	1873	Wiscasset, Me., U.S.A.	40	4	13 0	5 7	22 Henry Burnham, Grand Manan, N.B.
116,306	Florence	Charlottetown	"	1905	Rusticoville, P.E.I.	81	3	24 0	8 0	74 J. Gallant, Rusticoville, P.E.I.
122,086	Florence	Charlottetown	"	1907	Murray Harbour, P.E.I.	34	0	11 6	5 6	14 Lot Graham and Benjamin Penny, Murray Harbour South, P.E.I.
96,774	Florence	Port Hawkesbury	"	1894	Cheticamp, N.S.	33	0	11 4	5 1	11 Thos. Power, Cheticamp, N.S.
103,104	Florence	Montreal	Sloop	1894	St. Thomas, Que.	108	0	23 0	7 8	153 Joseph Simoneau, Pierreville, Que.
116,968	Florence	St. Andrews	"	1894	Bristol, Me., U.S.A.	36	2	14 2	7 2	18 J. F. Eldridge, Beaver Harbour, N.B.
80,001	Florence	St. John, N.B.	Schr—Glt	1879	Chance Harbour, N.B.	37	8	14 4	6 0	15 John Kirby, Chipman's Brook, N.S.
	Florence	Windsor, Ont.	Scow—Cld	1862	Belle River, Ont	60	0	15 6	3 4	32 H. Campeau, Belle River, Ont.
80,829	Florence B.	Arichat	Schr—Glt	1880	New Dublin, N.S.	52	4	17 9	7 2	32 Charles Boudrot, River Bourgeois, Que.
122,004	Florence B.	Lunenburg	"	1906	La Have, N.S	60	8	17 8	7 9	46 Atlantic Fish Companies, Ltd., M.O., Lunenburg, N.S.
116,531	Florence B. W.	Lunenburg	"	1905	Mahone Bay, N.S.	46	2	15 6	7 0	24 S. W. Westhaver, M. O., Fox Point, N.S.
121,877	Florence C.	Yarmouth	Sloop	1906	Pinkney's Point, N.S.	35	6	12 0	7 0	15 Joseph A. Surette, Pinkney's Point, N.S.
46,907	Florence C. Lawrence	Port Hawkesbury	Schr—Glt	1864	Margaree, N.S.	71	6	21 6	9 1	70 William Buckle, Margaree, N.S.
117,063	Florence D	Arichat	"	1905	Port Felix, N.S	36	0	12 0	5 8	11 Wm. Digdon, White Head, N.S.
122,032	Florence E. Melanson	Weymouth	"	1908	Gilbert's Cove, N.S.	88	0	25 6	8 6	99 Capt. Dennis J. Melanson, Gilbert's Cove, N.S.
100,259	Florence G	Halifax	"	1891	Sambro, N.S	36	6	12 5	5 4	15 Caleb Gray, Sambro, N.S.
112,282	Florence H.	Digby	"	1902	Maitland, N.S.	40	0	13 0	5 6	20 J. A. Moore, Westport, N.S.
100,383	Florence L.	Sydney	"	1894	Little Bras d'Or, N.S.	34	8	12 5	5 1	10 Peter LeBlanc, Little Bras d'Or, N.S.
80,870	Florence M.	Amherst, N.S.	"	1906	Wallace, N.S.	76	7	21 9	8 0	76 Robert McInnis, Wallace, N.S.
112,380	Florence M	Arichat	"	1903	L'Ardoise, N.S.	49	5	15 4	6 5	25 Duncan H. McKay, Glace Bay, N.S.
116,348	Florence M.	Arichat	"	1903	Petite de Grat, N.S.	39	4	11 2	6 4	16 Wm. J. Martell, Petite de Grat, N.S.
92,638	Florence M.	Quebec	"	1888	Lunenburg, N.S.	74	8	23 0	8 5	83 J. Trepanier, Port au Persil, Que.

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122,106	Florence M	Yarmouth	Sloop	1905	Barrington, N.S	30 0	11 0	6 6	10	John E. Nickerson, Cape Island, N.S.
91,771	Florence M. Smith	Victoria	Schr—Glt	1888	Lunenburg, N.S	82 5	24 0	9 1	99	Victoria Sealing Co., Ltd., Victoria, B.C.
107,993	Florence May	Canso	Sloop	1899	Queensport, N.S	37 0	11 4	6 0	11	Wentworth G. Matthews, Canso, N.S.
122,249	Florence May	St. Andrews	Schr—Glt	1901	Eastport, Me., U.S.A	36 5	14 8	7 2	14	Geo. E. Farnsworth, Tiverton, N.S.
100,522	Florence R. Hewson	Annapolis Royal	"	1893	Parrsboro', N.S	133 9	31 3	12 0	289	A. D. Mills, Annapolis Royal, N.S.
88,357	Floresta	Halifax	"	1884	Parrsboro', N.S	65 0	21 0	7 9	57	Thos. Gosbee, Murray Harbour, P.E.I.
85,459	Florida	Quebec	"	1877	Bic, Que	37 0	13 5	4 3	13	Wm. Michaud, Isle Verte, Que.
85,754	Florida	"	"	1882	Betchouan, Labrador	48 0	17 5	6 4	26	Geo. Tanguay, Quebec, Que.
111,611	Florida	"	"	1901	Murray Bay, Que	56 4	18 1	6 6	40	Achille Gagnon, Murray Bay, Que.
103,351	Floride	"	"	1894	Natashquan, Que.	46 6	16 6	6 0	27	Nap. Blais, Esquimaux Point, Que.
103,902	Floyburg	Victoria	"	1893	Seattle, Wash., U.S.A.	34 8	11 3	4 8	12	Rasmus Hansen, Victoria, B.C.
83,255	Floyd	Barrington	"	1883	Granville, N.S	43 2	15 8	5 8	20	John Arseneau, Little Bras d'Or, N.S.
61,405	Fly	Chatham N. B	"	1866 Shippigan, N.B. / 1894 Tracadie "		36 1	12 1	4 8	11	A. McLaughlin, Tracadie, N.B.
116,273	Fly	Halifax	"	1903	Jeddore, N.S	37 6	11 8	5 2	10	John Faulkner, Jeddore, N.S.

90,645	Fly	Yarmouth	Schr—Glt	1885	Tusket, N.S.	44 7	11 2	5 1	16	Robt. Nickerson, Wood's Harbour, N.S.
122,575	Fly	Barrington	Sloop	1906	Wood's Harbour, N.S.	32 4	11 2	6 0	10	Jesse C. Obed, Blanche, N.S.
112,373	Flying Cloud	Arichat	Schr—Glt	1902	Guysboro', N.S.	42 0	10 7	6 9	13	Wm. Whitman, Guysboro', N.S.
112,165	Flying Cloud	Chatham, N.B.	"	1903	Shippigan, N.B.	37 8	13 2	5 2	13	John F. Robichaud, Shippigan, N.B.
61,903	Flying Cloud	Liverpool	"	1870	Liverpool, N.S.	47 0	17 7	6 2	20	J. Brooks, Ketch Harbour, N. S.
41,823	Flying Cloud	St. John, N.B.	"	1858	Rexton, N.B	68 3	21 7	5 4	78	Samuel J. Holder, Holderville, N. B.
112,151	Flying Foam	Chatham, N.B.	"	1902	Caraquet, N.B.	40 0	13 0	5 8	18	The C. Robin, Collas Co., Ltd., Halifax, N.S.
100,782	Flying Foam	"	"	1892	"	38 4	12 8	4 8	12	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
103,317	Flying Star	Port Hawkesbury	"	1895	Cheticamp, N. S.	32 5	10 8	5 5	11	Polite Deveaux, Eastern Harbour, N.S.
88,672	Flying Yankee	St. John, N.B.	"	1884	Newcastle, N.B	54 8	19 6	5 7	35	E. M. Young, *et al.*, White's Cove, N.B.
103,833	Foederis Arca	Quebec	"	1896	Les Ecureuils, Que	66 3	20 7	5 8	46	C. Dussault, Les Ecureuils, Que.
122,354	Ford River	Kingston	"	1879	Milwaukee, U.S.A.	143 0	29 0	10 0	210	Henry W. Richardson, Kingston, Ont.
57,131	Forest Flower	Yarmouth	"	1868	Pubnico, N.S.	53 5	18 0	7 0	26	J. H. Goodwin, Pubnico, N.S.
55,531	Forest Queen	Halifax	"	1867	Tracadie, N.B	67 4	21 8	9 0	75	P. D. Landry, St. Mary's, Kent Co., N.B.
85,393	Formosa	Magdalen Islands	"	1884	House Harbour, Magdalen Islands, Que.	57 2	18 8	8 1	43	F. H. Delaney, House Harbour, Magdalen Islands, Que.
107,350	Forrester	Shelburne	"	1901	Pubnico, N.S.	45 0	14 6	6 7	23	Charles Mosher, *et al.*, Lower LaHave, N.S.
117,059	Fortuna	Canso	"	1907	Tancook, N.S.	43 0	11 9	5 7	14	John H. Cousins, Jr., Canso, N.S.
116,479	Fortuna	Chatham, N.B	"	1903	Pt. Misonette, N.B.	34 0	10 2	4 5	10	Prospere Boudreau, Point Misonette, N.B.
107,602	Foster Rice	Annapolis Royal	"	1899	Weymouth, N.S.	107 0	28 0	10 3	179	Frank W. Pickels, M.O., Annapolis Royal, N.S.
111,467	Four Brothers	Chatham, N.B	"	1901	Caraquet, N.B.	39 0	13 0	5 0	13	Aurie Albert, Caraquet, N.B.
116,676	Fran	St. Andrews	Sloop	1896	West Isles, N.B.	39 0	13 0	6 0	17	Orville Wilcox, Grand Manan, N.B.
107,190	France & Russie	Charlottetown	Schr—Glt			43 3	15 6	6 0	27	John R. Moore, Pictou, N.S.
122,285	Frances	Shelburne	"	1907	Shelburne, N.S.	96 5	20 5	8 6	68	William R. Longmire, *et al.*, Bridgetown, N.S.
83,449	Frances	Victoria	Sloop	1864	Coupeville, Wash., U.S.A.	32 0	10 6	4 0	8	Wm. T. Cotsford, Victoria, B.C.
111,891	Frances	Weymouth	Schr—Glt	1903	Weymouth Bridge, N.S.	120 0	29 3	11 2	259	Thomas C. Rice, M.O., Weymouth Bridge, N.S.

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
94,821	Frances A. Rice	Weymouth	Schr—Glt	1889	Weymouth, N.S	87 5	24 8	9 0	122	John A. Stuart, Church Point, N.S.
100,691	Frances E. Willard	Pictou, N.S.	"	1893	Murray Harbour, P.E.I.	46 8	15 4	6 3	23	L. H. Herring, New Glasgow, N.S.
122,247	Frances L	St. Andrews	Sloop.	1906	White Head, N.B.	29 0	11 0	4 5	10	Spencer Cheney, White Head, N.B.
111,401	Frances Willard	Lunenburg	Schr—Glt	1900	Chester Basin, N.S	90 0	24 5	9 8	85	Henry McFatridge, Bay St. George, Nfld.
121,872	Francis A	Yarmouth	"	1906	Shelburne, N.S.	84 0	22 5	9 3	93	The Yarmouth Trading Co., Ltd., Yarmouth, N.S.
116,308	Francis D. Cook	Charlottetown	"	1905	Murray River, P.E.I	55 4	19 3	7 6	47	Reuben Cahoon, M.O., Murray Harbour, P.E.I.
103,612	François Xavier	Quebec	Sloop	1894	St. Joachim, Que.	61 0	18 2	4 8	33	F. X. Neron, St. Joachim, Que.
107,187	Frank	Charlottetown	Schr—Glt	1897	Tignish, P.E.I.	47 6	16 3	6 3	30	Roderick D. Campbell, Glace Bay, N.S.
122,081	Frank	"	"	1906	Souris, P. E. I	34 8	10 7	5 0	10	Joseph M. Cheverie, M.O., Souris, P.E.I.
88,549	Frank	Halifax	"	1884	Lockeport, N.S.	37 0	13 0	5 4	12	David M. Pettis, Parrsboro', N.S.
85,294	Frank	Montreal	Barge—Chd	1881	Sorel, Que	106 8	17 5	6 1	94	John Minden, Sorel, Que.
92,671	Frank	Pictou, N.S.	Sloop	1887	Wallace, N.S	41 7	13 7	5 2	17	Francis K. Grant, Wallace, N.S.
55,836	Frank Newton	Sydney	"	1867	Shelburne, N.S.	60 4	19 3	6 4	40	A. F. Cameron, Sherbrooke, N.S.
59,990	Frank Russell	Toronto	Barge—Chd	1871	Quebec, Que	142 5	26 0	11 0	283	Jas. Playfair and W. A. Clark, jr., J. O., Collingwood, Ont.

126,062	Frankie King	Charlottetown	Schr—Glt	1908	Miminegash, P.E.I.	54 4	14 0	5 6	27	Patrick Kennedy, M.O., Palmer Road, Lot 1, P.E.I.
117,045	F ed C	Barrington	Sloop	1905	Clarke's Harbour, N.S.	33 8	11 8	6 2	12	M. E. Nickerson, *et al.*, Clarke's Harbour, N.S.
109,894	Fred & Norman	Weymouth	Schr—Glt	1896	Belliveau's Cove, N.S.	50 5	17 4	7 1	32	Boardman Cheney, *et al.*, Whitehead, N.B.
121,907	Freda N. Nickerson	Barrington	Sloop	1906	Clarke's Harbour, N.S.	31 0	12 2	6 0	12	Prince W. Nickerson, Cape Island, N.S.
100,315	Freddie A	Yarmouth	Schr—Glt	1889	Barrington, N.S.	33 0	11 5	5 1	10	John Hemlow, Yarmouth, N.S.
103,116	Freddie A. Higgins	Charlottetown	"	1882	Kennebunk, Me., U.S.A.	80 6	24 2	6 2	78	Watson Fyfe and Daniel Sutherland, Stanly Bridge, P.E.I.
107,915	Freddie L	St. Andrews	Sloop	1895	Quaco, N.B.	32 2	11 7	7 5	15	Charles E. Leighton, Grand Manan, N.B.
121,697	Freddie M.	Yarmouth	"	1904	Cape Island, N.S.	31 0	11 5	6 0	10	N. Crowell, Cape Island, N.S.
103,719	Freddie M.	Yarmouth	Schr—Glt	1890	Belliveau's Cove, N.S.	28 5	12 0	5 0	10	G. A. Brush, Yarmouth, N.S.
71,333	Freddie M. Reynolds	Barrington	"	1875	Clyde, N.S.	54 6	18 9	7 9	35	Geo. W. McKay, Clifton, P.E.I.
121,793	Fredena	Yarmouth	Sloop	1904	Cape Island, N.S.	32 0	11 0	6 0	10	S. Hopkins, Cape Island, N.S.
97,046	Fredona	Liverpool	Schr—Glt	1890	East Berlin, N.S.	35 0	12 0	5 1	12	J. W. Remby, *et al.*, West Dublin, N.S.
111,746	Fredonia	Lunenburg	"	1902	Mahone Bay, N.S	86 8	23 9	9 8	92	R. A. Watson, East Orange, N.J., U.S.A.
97,146	Free Trade	St. Andrews	Sloop	1885	West Isles, N.B.	30 0	12 3	6 0	10	Wm. Benson, Grand Manan, N.B.
122,006	Freedom	Lunenburg	Schr—Glt	1906	Liverpool, N.S.	112 9	28 6	10 9	197	David Ritcey, *et al.*, Riverport, N.S.
77,963	Freeman Colgate	St. Andrews	"	1876	South Bristol, Me., U.S.A.	52 0	16 0	6 2	26	S. Hicks, *et al.*, Westport, N.S.
†122,612	Freeport	Ottawa	Barge—Chd	1875	Clayton, N.Y., U.S.A.	145 0	26 4	9 8	276	James Buckley, Prescott, Ont.
85,969	Friendship	St. John, N.B	Schr—Glt	1882	St. Martin's, N.B	70 8	25 0	6 6	66	A. A. Wilbur, Harvey, N.B.
73,000	Friendship	Toronto	"	1876	Bronté, Ont	60 0	12 0	4 3	24	Mrs. Margaret Warden, Bronté, Ont.
103,101	Frontenac	Montreal	Sloop	1894	St. Thomas, Que.	135 8	28 1	11 9	331	J. E. Muir, Montreal, Que.
117,135	Fusiana	Yarmouth	"	1905	Cape Island, N.S.	33 0	11 9	6 0	12	H. T. Hines, Argyle, N.S.
90,540	G. D.	Montreal	Sloop	1885	Yamaska, Que.	91 2	21 7	7 4	108	H. Goyet, Lanorae, Que.
*97,096	G. T. D.	Quebec	Schr—Glt	1890	Bridgewater, N.S.	123 0	30 0	12 2	285	John L., George D., and Allison C. Davie, J.O., Levis, Que.

†Foreign name "Black Diamond." * Formerly "Tyree."

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
107,927	G. & K. No. 1	New Westminster	Barge—Chd	1900	Ladner, B.C.	50 0	16 0	4 5	33	D. B. Grant, M. O., Ladner, B.C.
121,785	G. A. Grier	Ottawa	Barge—Chd	1906	Hull, Que	121 8	24 1	8 1	196	The Ottawa Transportation Co., Ltd., Ottawa. Ont.
122,644	G. C. Edwards	Ottawa	"	1908	Hull, Que	119 7	24 1	8 0	191	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
88,555	G. C. Kelley	Yarmouth	Schr—Glt	1885	Shelburne, N.S	81 0	23 9	9 3	99	Wm. Leblanc, Arichat, N.S.
85,382	G. H. Marryatt	Halifax	"	1883	Mahone Bay, N.S.	42 2	16 0	6 6	24	J. O'Toole, Louisburg, N.S.
100,311	G. H. Perry	Yarmouth	"	1891	Meteghan, N.S	81 0	27 0	8 0	99	Aldreada McDonough, St. Martins, N.B.
122,015	G. H. Warmington	Ottawa	"	1872	Vermillion, O., U.S.A.	178 4	31 6	22 5	502	Edward A., Wm. W. and Franklin E. Hall, Ottawa. Ont.,J.G.
116,902	G. M. Cochrane	Yarmouth	"	1905	Port Greville, N.S.	113 2	30 0	10 6	220	The Helen Shipping Co., Ltd., Yarmouth, N.S.
75,697	G. M. Dutcher	Digby	"	1878	Digby, N.S	55 6	17 8	6 0	32	E. Burnham, *et al.*, Digby, N.S.
122,282	G. M. Stephens	Shelburne	Sloop	1906	Shelburne, N.S.	35 6	11 5	6 4	12	Herbert R. Swim, M.O., Lockeport, N.S.
85,503	G. P. Taylor	Yarmouth	Schr—Glt	1882	Carleton, N.B	41 0	14 0	5 0	13	Wm. A. Killam, Yarmouth, N.S.
122,488	G. Bluteau	Quebec	Sloop	1907	La Petite Rivière St. Francois Xavier, Que.	63 6	19 6	5 2	39	Grégoire Bluteau, La Petite Riviere St. Francois Xavier, Que
85,607	G. Walter Scott	St. John, N.B.	Schr—Glt	1883	Cambridge, N.B.	75 6	25 5	6 8	75	C. A. Morrison, *et al.*, Parrsboro'N.S.
116,207	Gabriel A	Yarmouth	Sloop	1903	Comeau's Hill, N.S.	39 0	13 4	8 0	17	J. A. Kenney, Yarmouth N.S.

116,713	Gabriel de St. Nicholas.	Quebec	Sloop	1903	Portneuf, Que	45 6	15 0	5 0	21	Leandre Bouchard, Portneuf, Que.
100,778	Gambetta	Chatham, N.B.	Schr—Glt	1891	Caraquet, N.B.	36 0	12 8	5 4	13	W. S. Loggie Co., Ltd., Chatham, N.B.
100,501	Gamma	Victoria	Barge—Chd	1890	Victoria, B.C.	74 0	23 4	4 8	69	The Victoria Lumber & Manufacturing Co., Ltd., Victoria, B.C.
122,622	Gander	Chatham, N.B.	Schr—Glt	1908	Bay du Vin, N.B.	32 9	10 0	4 9	10	Harold Williston, Bay du Vin, N.B.
100,993	Garfield	Chatham, N.B.	"	1893	Shippigan, N.B.	34 6	11 4	4 6	10	P. Rive, Caraquet, N.B.
94,864	Garfield White	Parrsboro'	"	1890	Apple River, N.S.	80 8	26 8	7 1	99	Geo. E. Bentley, Port Greville, N.S.
80,693	Garnet	Montreal	Barge—Chd	1882	Montreal, Que.	109 2	22 7	7 0	154	Dickson Anderson, Montreal, Que.
103,065	Garnet	Yarmouth	Sloop	1895	Yarmouth, N.S.	18 7	17 1	5 9	27	E. K. Snow, Port La Tour, N.S.
112,349	Gaspé	Liverpool	Bktn—Bkglt	1903	Liverpool, N.S.	126 0	29 8	11 9	219	William H. McPherson, *et al.*, Port Daniel, Que.
116,525	Gatherer	Lunenburg	Schr—Glt	1905	Lunenburg, N.S.	44 4	13 4	6 2	15	I. Berringer, M.O., Lunenburg, N.S.
122,286	Gay Gordon (The)	Shelburne	"	1907	Shelburne, N.S.	103 0	25 2	10 5	119	John Harvey, St. John's, Nfld.
103,014	Gaza	Parrsboro'	"	1894	Port Greville, N.S	78 0	23 1	6 2	71	Stuart Hatfield, Port Greville, N.S.
100,919	Gazelle	Chatham, N.B.	"	1892	Caraquet, N.B.	37 2	13 0	5 0	12	The C. Robin, Collas Co., Ltd., Halifax, N.S.
111,464	Gazelle	"	"	1901	"	38 5	13 0	5 3	13	The C. Robin, Collas Co., Ltd., Halifax, N.S.
100,954	Gazelle	"	"	1890	"	36 8	12 2	4 6	10	W. S. Loggie Co., Ltd., Chatham, N.B.
83,260	Gazelle	Digby	"	1883	Granville, N.S.	45 8	15 5	6 3	20	R. B. Harris, *et al.*, Kentville, N.S.
59,379	Gazelle	St. Andrews	"	1869	Pembroke, Me., U.S.A.	57 0	18 5	8 0	47	V. Copp and I. Dixon, Harvey, N.B.
75,860	Gazelle	Weymouth	"	1878	Clare, N.S.	85 5	24 4	8 0	97	C. T. Warner, Plympton, N.S.
97,129	Gédéon	Quebec	Barge—Chd	1891	St. Thomas de Pierreville, Que.	107 2	22 8	7 5	141	W. Bibeau, St. Thomas de Pierreville, Que.
96,733	Gem	Chatham, N.B.	Schr—Glt	1890	Tracadie, N.B	35 1	11 7	5 0	12	Wm. Fruing & Co., Ltd., Jersey.
100,968	Gem	"	"	1888	Caraquet, N.B.	35 0	12 2	4 5	11	C. Robin, Collas & Co. Ltd., Jersey.
111,774	Gem	Victoria	"	1898	Metlakatla, B.C.	45 0	14 6	4 6	15	Luke Mark, Massett, B.C.
103,339	General	Montreal	"	1895	Pierreville, Que.	104 0	23 0	6 8	116	Achille Lavigne, St. Paul L'Ermite, Que.
126,182	General Laurie	Shelburne	"	1908	Allendale, N.S.	112 6	29 2	10 5	198	William MacMillan, Lockeport, N.S.
88,668	General Middleton	Chatham, N.B.	"	1885	Bay du Vin, N.B.	68 5	21 5	8 4	67	James Godin, Petit Rocher, N.B.

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construit en.	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
90,436	Genesta	Barrington	Schr—Glt	1891	Bear Point, N.S	50 5	18 3	7 3	32	J. H. Walker, Walkerville, N.S.
83,318	Genesta	Charlottetown	"	1885	East Port Medway, N.S.	54 5	17 9	7 0	29	W. D. Bragg, Channel, Nfld.
103,766	Genesta	Chatham, N.B.	"	1896	Caraquet, N.B.	34 9	12 0	5 0	12	Philias Legere, Caraquet, N.B.
90,711	Genesta	Halifax	"	1885	Mahone Bay, N.S.	58 9	19 0	7 2	41	Augustus Vincent, Bay St. George, Nfld.
92,673	Genesta	Pictou, N.S.	"	1887	Murray Harbour, P.E.I.	42 3	15 5	6 3	22	Angus Nicholson, North Sydney, C.B.
121,885	Genesta	Yarmouth	Sloop	1906	Pubnico, N.S.	35 0	11 5	6 6	13	William M. D'Entremont, M.O., Pubnico, N.S.
88,347	Geneva	Victoria	Schr—Glt	1884	Lunenburg, N.S	86 4	24 6	9 3	92	Victoria Sealing Co., Ltd., Victoria, B.C.
100,818	Geneva Ethel	Barrington	"	1894	Lockeport, N.S.	54 7	17 2	7 6	29	Martin Meagher, Canso, N.S.
111,876	Geneva May	Yarmouth	"	1902	Pubnico, N.S.	71 5	21 0	8 0	72	Leander Amiro, Pubnico, N.S.
117,041	Genevive	Barrington	Sloop	1903	Shag Harbour, N.S.	32 5	12 0	6 0	11	C.A.Goreham, M.O., Wood's Harbour, N.S.
103,618	Genser	Quebec	Schr—Glt	1894	Château Richer, Que.	58 2	19 4	7 0	44	Eloi and Jos. Desbiens, St. Simeon, Que.
83,321	George	Ottawa	Barge—Chd	1881	Ottawa, Ont	109 6	22 2	7 9	152	Alphonse Laplante, Lachine, Que.
116,209	George	Yarmouth	Schr—Glt	1903	Pubnico, N.S.	41 0	14 7	7 0	23	Actine Amiro, West Pubnico, N.S.
100,185	George B. Naylor	Montreal	Barge—Chd	1889	Richelieu Bridge, Que.	68 5	17 3	5 2	49	Benjamin V. Naylor, Noyan, Que.

77,819	George Dow	Port Rowan	Schr—Glt	1875	Long Point, Ont	42 0	13 0	4 6	15	Wm. McCulla, Port Credit, Ont.
92,292	George H. Morse	Ottawa	Barge—Chd	1886	Ottawa, Ont	112 0	22 6	7 0	162	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
72,073	George H. Weeks	Arichat	Sloop	1875	Maine, U.S.A	42 4	14 9	4 8	17	E. Brownell, Baie Verte, N.B.
75,728	George Killam	Digby	Schr—Glt	1878	Meteghan, N.S.	53 3	17 7	6 9	30	Sydney L. Justason, Pennfield, N.B.
122,097	George L.	Yarmouth	"	1906	Salmon River, N.S.	34 0	12 2	6 0	13	John J. LeBlanc, M.O., Salmon River, N.S.
83,437	George M. Warner	Weymouth	"	1887	Plympton, N.S	80 4	23 5	8 8	94	Joseph H. Potter, M.O., Plympton, N.S.
59,989	George Manly	Toronto	Barge—Chd	1871	Quebec, Que	142 5	26 0	11 0	284	W. A. Clark, jr., *et al.*, Collingwood, Ont.
116,246	George Penniman	Sault Ste. Marie	"			90 0	19 8	6 6	83	James Purvis, Gore Bay, Ont.
107,233	George T. Davie	Montreal	"	1898	St. Joseph de Lévis, Que.	177 5	35 0	12 5	680	Montreal Transportation Co., Ltd., Montreal, Que.
* 77,918	Geo. W. Lee	Port Hope	Schr—Glt	1876	Oak Orchard, U.S.A	32 0	11 2	4 0	8	A. Covell, Brighton, Ont.
112,004	Georgeina Roop	Annapolis Royal	"	1906	Granville Ferry, N.S.	159 0	35 3	12 0	424	Frank W. Pickels, M.O., Annapolis Royal, N.S.
100,874	Georgie E	Weymouth	"	1893	Cambridge, N.B	81 0	27 5	6 7	95	Daniel N. Messenger, Barton, N.S.
117,113	Georgian II.	Vancouver	Barge—Chd	1905	Vancouver, B.C.	187 0	39 0	9 8	649	McKenzie Bros., Ltd., Vancouver, B.C.
92,516	Georgiana	Montreal	"	1886	Valleyfield, Que	83 6	19 0	4 9	46	O. Sicotte, Valleyfield, Que.
75,687	Georgiana	Quebec	Schr—Glt	1878	St. Irénée, Que.	45 0	14 0	5 9	22	Amable Bouchard, La Petite Rivière, St. François Xavier, Que.
100,454	Georgiana	"	"	1892	Crane Island, Que.	61 8	20 0	6 6	48	Joseph Hovington, Grandes Bergeronnes, Que.
94,835	Georgie Linwood	Digby	"	1871	Bristol, Me., U.S.A.	47 3	15 7	5 7	25	Hubert Johnson, *et al.*, Granville, N.S.
122,092	Georgie M. Smith	Yarmouth	Sloop	1906	Clyde, N.S.	34 0	11 6	7 0	13	Thomas E. Smith, Yarmouth, N.S,
116,723	Georgie Pearl	St. John, N.B	Schr—Glt	1904	Cambridge, N.B	85 8	27 8	8 0	118	W. F. Currie, M.O., Cambridge, N.B.
116,980	Georgina	Chatham, N.B.	"	1905	Shippegan, N.B.	38 6	13 4	5 1	15	G. L. Dugue, Shippegan, N.B.
122,063	Germainne	Montreal	Sloop	1906	Ste. Emelie, Que.	89 3	24 0	7 5	87	Simcennes McNaughton, Line, Ltd., Montreal, Que.
121,941	Germainnia	Sorel	"	1906	Yamaska, Que.	104 7	22 8	7 2	110	Olivier Mayrand, Three Rivers, Que.
	Germany	Montreal	Barge—Chd	1870	Lanoraie, Que.	92 1	22 0	6 7	97	T. Peloquin, St. Roch, Que.
100,736	Gertie	Windsor, N.S.	Schr—Glt	1893	Walton, N.S.	63 6	20 0	6 6	45	Wm. Ogilvie, Hantsport, N.S.
107,997	Gertie Bell	Canso	"	1900	Country Harbour, N.S.	37 0	13 2	6 1	15	Arch. Cook, Country Harbour N.S.

* Formerly "Alice & Mary."

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80,996	Gertie Belle	Guysboro'	Schr—Glt	1885	Country Harbour, N.S.	40 8	15 8	6 0	15	C. H. Blackadar, Halifax, N.S.
100,537	Gertie H	Digby	"	1894	Tiverton, N.S	54 0	17 3	6 3	32	James Paterson, St. John, N.B.
100,447	Gertie Lewis	Canso	"	1868	Booth's Bay, Me., U.S.A.	76 3	22 6	7 5	71	J. J. Sangster, Guysboro', N.S.
107,330	Gertie M. Starr	Halifax	"	1901	Owl's Head, N.S.	44 0	14 0	5 7	16	Peter Roberts, Pictou, N.S.
122,142	Gertrude	Yarmouth	Sloop.	1905	Barrington, N.S.	30 0	10 6	6 0	10	George M. Forbes, Wood's Harbour, N.S.
103,282	Gilknockie	Chatham, N.B	"	1890	Caraquet, N.B.	32 8	12 3	4 8	11	Mrs. Sarah Young and F.T.B. Young, J.O., Caraquet, N.B.
107,931	Gilley No. 1	New Westminster	Barge- Chd	1900	New Westminster, B.C.	72 0	24 0	6 0	104	James R. Gilley, M.O., New Westminster, B.C.
111,595	Gilley No. 2	"	"	1901	"	85 0	26 0	7 0	124	" " "
117,157	Gilley No. 3	"	"	....	Vancouver, B.C.	72 6	26 0	6 0	110	James R. and Walter R. Gilley, J.O. New Westminster, B.C.
117,156	Gilley No. 4	"	"	1905	New Westminster, B.C.	68 0	25 0	5 8	99	James R. and Walter R. Gilley, J.O., New Westminster, B.C.
103,086	Gipsy	Chatham, N.B	Schr—Glt	1894	Caraquet, N.B.	42 8	13 7	6 0	20	W. S. Loggie Co., Ltd., Chatham, N.B.
111,848	Gipsy	"	"	1902	"	39 0	13 0	5 9	15	Wm. Fruing & Co., Ltd., Jersey.
92,359	Gipsy	Parrsboro'	"	1887	Waterside, N.B	52 3	16 9	5 9	33	L. H. Jenks, West Bay, Parrsboro', N.S.
72,332	Glad Tidings	St. John, N.B	"	1878	Greenwich, N.B.	76 0	26 4	6 7	75	Josiah Christopher, Hopewell, N.B.

100,989	Gladiator	Chatham, N.B.	Schr—Gtl	1888	Caraquet, N.B.	36 0	12 3	4 6	11	P. Rive, Caraquet, N.B.
112,138	Gladiator	Shelburne	"	1903	Shelburne N.S.	36 0	11 6	6 0	11	Horatio N. Enslow, *et al.*, Shelburne, N.S.
100,964	Gladstone	Chatham, N.B.	"	1888	Caraquet, N.B.	31 3	11 6	4 6	10	P. Rive, Caraquet, N.B.
116,827	Gladys	Barrington	Sloop	1905	Clarke's Harbour, N.S.	31 6	11 9	5 7	12	B. L. Goodwin, Cape Island, N.S.
122,468	Gladys	Yarmouth	"	1906	Shag Harbour, N.S.	30 0	11 0	6 0	11	Charles M. Wickens, Shag Harbour, N.S.
121,851	Gladys B. Smith	Lunenburg	Schr—Gtl	1905	LaHave, N.S.	93 4	25 0	10 0	100	W. C. Smith, Lunenburg, N.S.
†94,944	Gladys E. Whidden	Liverpool	"	1889 1905	Shelburne, N.S. Liverpool, N.S.	104 0	28 4	11 0	197	C. E. Whidden, Antigonish, N.S.
111,432	Gladys Elena	Halifax	"	1902	Mahone Bay, N.S.	39 7	13 2	6 0	16	Charles Twohig, Pennant, N.S.
121,867	Gladys F	Lunenburg	"	1906	La Have, N.S.	67 5	22 0	8 9	72	J. Norman Rafuse, La Have, N.S.
122,463	Gladys M	Yarmouth	Sloop	1906	Surette's Island, N.S.	30 0	10 6	6 0	10	James C. Ross, Port La Tour, N.S.
116,537	Gladys M. Smith	Lunenburg	Schr—Gtl	1905	Mahone Bay, N.S.	55 2	16 8	6 9	30	J. Smith, M.O. East Chezetcook, N.S.
122,574	Gladys Olia	Yarmouth	Sloop	1907	Tusket Wedge, N.S.	32 0	11 2	6 0	10	Daniel Penney, Stoney Island, N.S.
122,305	Gladys S	Lunenburg	Schr—Gtl	1906	La Have, N.S.	93 4	25 0	10 2	99	John C. Crosbie, St. John's, Nfld.
100,910	Gleaner	Chatham, N.B.	"	1893	Caraquet, N.B.	38 0	12 3	5 2	13	L. Lanteigne, Caraquet, N.B.
103,874	Gleaner	Montreal	Sloop	1897	Ste. Anne de Bellevue, Que.	68 6	14 0	3 5	28	A. St. Denis, Ste. Anne de Bellevue, Que.
75,679	Gleaner	Quebec	Schr—Gtl	1877	Esquimaux Point, Que.	56 7	18 0	7 3	41	Benj. Landry, Esquimaux Point, Que.
97,150	Gleaner	St. Andrews	"	1879	West Point, N.S.	31 0	13 0	5 0	13	Mrs. Victor Cook, St. John, N.B.
111,445	Gleanor	Ottawa	Scow—Chd.	1898	East Bay, Que.	53 0	13 0	4 4	20	Mrs. Sarah A. Kelly, Kippewa, Que.
100,003	Glenafton	Annapolis Royal	Bktn—Bkglt	1890	Granville, N.S.	134 8	31 5	12 4	314	W. K. Tyson, Mobile, Ala., U.S.A.
100,114	Glenara	Parrsboro'	Schr—Glt	1891	Spencer's Island, N.S.	75 7	23 9	6 3	72	A. D. Mills, Annapolis Royal, N.S.
	Glengarry	Montreal	Barge—Chd	1872	Lancaster, Ont.	120 0	22 6	9 8	260	Montreal Transportation Co., Ltd., Montreal, Que.
107,916	Glenita C.	St. Andrews	Sloop	1898	Grand Manan, N.B.	29 3	11 6	6 4	12	Geo. E. Matthews, St. George, N.B.
111,742	Glenwood	Lunenburg	Schr—Gtl	1902	Clyde River, N.S.	100 3	21 9	9 7	99	J. E. Backman, *et al.*, Lunenburg, N.S.
96,782	Glide	Halifax	"	1888	Hackett's Cove, N.S.	33 6	13 5	5 0	10	Sydney H. Garrison, Peggy's Cove, N.S.
80,831	Glide	Lunenburg	"	1879	East Port Medway, N.S.	39 3	14 3	5 6	16	F. A. Smith, Cape Sable Island, N.S.

† Formerly "Congo."

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90,754	Glide	St. John, N.B.	Schr—Glt	1886	Waterborough, N.B.	76 5	26 3	6 8	80	M. H. Tufts, St. John, N.B.
100,108	Glooscap	Parrsboro'	Ship—3 m	1891	Spencer's Island, N.S.	238 1	42 9	23 9	1721	George D. Spicer, *et al.*, Spencer's Island, N.S.
106,920	Gloria	Sydney	Cutter	1898	Southampton, Eng	57 0	12 4	7 0	21	James Ross, Montreal, Que.
117,137	Glorianna	Yarmouth	Sloop	1904	Tusket Wedge, N.S	34 0	11 0	6 0	10	A. Boudreau, M.O., Tusket Wedge, N.S.
103,752	Glyndon	Lunenburg	Schr—Glt	1897	LaHave, N.S.	92 9	24 9	10 0	99	Wm. C. Smith, M.O., Lunenburg, N.S.
107,840	Gog	Victoria	Barge—Chd	1901	Victoria, B.C.	95 5	30 3	6 8	132	Pacific Towing & Lighterage Co., Ltd., Victoria, B.C.
61,573	Gold Finder	St. John, N.B.	Schr—Glt	1871 / 1886	Westfield, N.B.	72 2	25 3	7 2	69	S. W. Boyd, Pennfield, N.B.
107,775	Gold Seeker	Chatham, N B.	Schr—Glt	1900	Caraquet, N.B.	36 4	12 8	5 5	13	The C. Robin Collas & Co., Ltd., Halifax, N.S.
92,586	Golden Bow	Quebec	"	1891	Anticosti, Que.	71 2	20 0	8 7	61	Manicouagan & English Bay Export Co., Quebec, Que.
107,870	Golden Crown No. 1	Dawson	Dredge—dragues	1902	White Horse, Y.T.	85 0	25 0	5 0	114	William Ogilvie, White Horse, Y.T.
	Golden Harbor	Windsor, Ont.	Scow—Chd.	1873	Belle River, Ont.	68 6	17 7	4 6	42	A. Ouelette, Belle River, Ont.
100,270	Golden Light	Windsor, N.S.	Schr—Glt	1892	Blomidon, N.S.	45 5	16 0	5 9	24	Sir F. W. Borden, Canning, N.S.
116,507	Golden Rod	Lunenburg	"	1904	LaHave, N.S.	69 8	22 2	8 6	76	Adnah Burns, M.O., LaHave, N.S.
100,271	Golden Rod	Windsor, N.S.	Bktn—Bkglt	1892	Kingsport, N.S.	160 0	36 0	13 2	533	Wm. McBride, *et al.*, Kentville, N.S.

107,432	Golden Rule	Barrington	Schr—Glt	1862	Kennebunk, Me., U.S.A.	62 0	18 2	6 7	49	Wm. H. Swim, *et al.*, Barrington, N.S.
107,062	Golden Rule	St. John, N.B.	"	1897	Canning, N.S.	62 0	23 0	6 3	55	Wm. Dewey, Sackville, N.B.
94,963	Golden Seal	Halifax	"	1889	Pleasantville, N.S.	50 0	18 0	7 0	32	Ernest Cormier, Amherst, M.L., Que.
122,316	Goldie Belle	Lunenburg	"	1908	Mahone Bay, N.S.	88 2	24 2	9 2	79	Abraham Ernst, M.O., Mahone Bay, N.S.
107,472	Goldie G	Digby	"	1899	Young's Cove, N.S.	44 5	12 6	5 2	15	Watson Guest, *et al.*, Young's Cove, N.S.
83,026	Gondola	Wallaceburg	Barge—Chd	1881	Wallaceburg, Ont.	102 4	23 8	6 0	91	E. Houston, Dresden, Ont.
122,491	Good Intent	Chatham, N.B.	Schr—Glt	1907	Maisonette, N.B.	32 0	12 0	4 6	10	James W. Nixon, New Bandon, N.B.
96,850	Good News	Toronto	"	1894	Sand Beach, U.S.A.	42 0	13 0	4 5	18	John West, Toronto, Ont.
*103,877	Grace	Montreal	Scow—Chd	1894	Toledo, Ohio, U.S.A.	91 6	26 7	5 4	106	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
103,541	Grace D	Halifax	Schr—Glt	1890	Pennant, N.S.	34 2	10 6	4 8	10	J. Maryatt, Pennant, N.S.
112,131	Grace D. Day	Shelburne	"	1902	Sable River, N.S.	57 4	18 5	7 0	39	John S. Hacket, English Harbour, East N'fd.
111,747	Grace Darling	Lunenburg	"	1902	Mahone Bay, N.S.	96 8	25 0	10 5	100	Warden Dauphinee, *et al.*, St. Margaret's Bay, N.S.
122,003	Grace Darling	"	"	1906	Mahone Bay, N.S.	66 6	20 6	8 0	64	Augustus Lantz, M.O., Mahone Bay, N.S.
111,674	Grace Darling	Parrsboro'	"	1901	Lower Selmah, N.S.	82 7	25 7	8 4	97	Josiah Soley, Economy, N.S.
116,680	Grace Darling	St. Andrews	Sloop	1904	Shelburne, N.S.	38 0	13 0	5 2	12	Judson L. Guptill, Grand Manan, N.B.
107,910	Grace & Ethel	"	"	1899	St. John, N.B.	31 0	13 0	5 5	16	Robert Ingersoll, Grand Manan, N.B.
107,534	Gracie C	St. John, N.B	"	1898	Milledgeville, N.B.	24 7	7 3	2 3	3	B. J. Holt, St. John, N.B.
116,731	Grand Desert	Halifax	Schr—Glt	1904	Grand Desert, N.S.	74 0	21 6	8 3	65	Martin Julien, M.O., Grand Desert, N.S.
88,220	Grandee	"	"	1883	Mahone Bay, N.S.	37 5	12 9	6 0	14	Alexander Fougere, Halifax, N.S.
101,296	Grandee	Sydney	"	1873	Portsmouth, U.S.A.	197 2	38 5	23 8	1262	The Dominion Coal Co., Ltd, Montreal, Que.
107,741	Granger	Picton, Ont.	"	1899	Stella, Ont.	50 9	14 1	14 5	21	Geo. Cadotte, Wolf Island, Ont.
92,668	Grant	Ottawa	Barge—Chd	1887	Hull, Que	112 0	23 0	7 6	146	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
75,641	Grantham	St. Catharines	Schr—Glt	1873	Port Robinson, Ont.	140 0	23 7	11 7	325	Ira A. Breck, Garden Island, Ont.
112,157	Grasshopper	Chatham, N.B	"	1902	Caraquet, N.B.	42 0	14 0	5 9	16	Philip Rive, Caraquet, N.B.
122,490	Grattan	Quebec	Barge—Chd	1907	St. Irénée, Que.	121 6	32 0	7 7	250	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.

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116,883	Grayling	Arichat	Schr—Glt	1904	Port Mulgrave, N.S.	41 0	14 0	6 6	25	George Herridge, North Sydney, N.S.
90,746	Grayling	Sydney	"	1885	Rothesay, N.B.	41 6	16 0	4 9	21	Angus McLeod, Sydney, N.S.
100,992	Great Mogul	Chatham, N.B	"	1888	Caraquet, N.B.	34 0	13 0	4 4	11	P. Rive, Caraquet, N.B.
107,996	Green Linnet	Canso	"	1886 / 1892	Tancook, N.S.	37 0	12 0	6 0	12	John D. Ryan, Canso, N.S.
107,435	Greenback	St. Andrews	"	1899	Meteghan, N.S.	38 0	14 7	8 0	22	Charles E. King, Grand Manan, N.B.
114,683	Greenwood	Shelburne	"	1901	Shelburne, N.S.	70 0	21 5	8 9	71	Edward P. Greenwood, North East Harbour, N.S.
96,702	Grenville	Ottawa	Barge—Chd	1889	Grenville, Que.	111 0	22 8	7 3	154	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
107,972	Greta	Dorchester	Schr—Glt	1899	Dorchester, N.B.	103 0	28 3	8 7	146	Chas. Powell, Dalhousie, N.B.
116,738	Gretta	Halifax	"	1904	Clam Harbour, N.S.	38 5	13 7	5 6	14	Alton Russell, Clam Harbour, N.S.
92,508	Grey Eagle	St. Andrews	"	....	Booth Bay, Me., U.S.A.	32 6	11 9	7 0	13	B. Dick, St. George, N.B.
111,411	Grilse	Pictou, N.S.	"	1900	Lunenburg, N.S.	63 0	18 6	7 5	38	Wm. Laughlin, Flat Island, Placentia Bay, Nfld.
72,719	Grimsby	St. Catharines	"	1874	St. Catharines, Ont.	137 3	26 2	11 8	331	Alexander Laplante, Lachine, Que.
92,418	Grip	Chatham, N.B	"	1889	Tracadie, N.B.	37 3	13 2	5 0	12	Gervais Chenard, Caraquet, N.B.
66,602	Grizelda	Sydney	"	1870	Great Bras d'Or, N.S.	63 8	20 0	8 9	61	Wm. Carey, Little Bras d'Or, N.S.

116,591	Gudrun	Montreal	Sloop	1901	Dorval, Que	31 6	8 2	1 6	1	David A. Poe, Montreal, Que.
71,072	Guest	Amherstburg	Schr—Glt	1891	Toussaint, U.S.A	45 3	13 3	4 6	11	W. L. Carr, Kingston, Ont.
88,599	Guide	Arichat	"	1885	Eel Brook, N.S.	59 2	18 9	6 5	38	Edward Poirier, Descouse, N.S.
116,527	Guide	Lunenburg	"	1905	La Have, N.S	75 2	21 8	8 5	73	W. N. Reinhardt, M. O., La Have, N.S.
100,790	Guiding Star	Chatham, N.B	"	1890	Caraquet, N.B	35 9	12 6	4 4	11	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
107,763	Guinea	Charlottetown	"	1900	Cape Egmont, P.E.I	32 5	11 6	4 7	10	Boyce Harding, French River, P.E.I.
103,394	Gull	Deseronto	Sloop	1865 1876	Ogdensburg, N. Y., U.S.A.	52 0	15 0	5 0	25	Peter Coté, Belleville, Ont.
74,217	Gustave Adolphe	Montreal	Sloop	1875	St. Anne, Que	93 0	23 2	6 2	90	Ignace Caron, St. Aimé, Que.
121,976	Gwenol	Victoria	"	189[illegible]	Victoria, B.C.	40 0	10 8	2 6	5	James Sydney Gibb, Victoria, B.C.
121,827	Gwenola	Montreal	"	1906	Dorval, Que	35 0	8 2	2 6	4	Hon. Mr. Justice Charles Peers Davidson and Peers Davidson, jr., J.O., Montreal, Que.
100,279	Gypsum Emperor	Windsor, N.S.	Schr—Glt	1892	Parrsboro', N.S.	179 2	36 2	16 2	695	F. C. Lockhart, New York, N.Y., U.S.A.
100,731	Gypsum Empress	"	"	1892	Horton, N.S.	174 0	36 4	16 5	723	" " "
117,064	H. No. 1	Ottawa	Barge—Chd	1902	Birch Lake, Que	35 8	13 0	4 0	24	John F. Hurdman, Ottawa, Ont.
117,065	H. No. 2	"	"	1902	"	48 0	13	4 0	28	" " "
117,066	H. No. 3	Ottawa	"	1902	"	48 0	13 0	4 0	28	John F. Hurdman, Ottawa, Ont.
117,067	H. No. 4	"	"	1902	"	52 0	13 0	4 0	29	" " "
117,068	H. No. 5	"	"	1902	"	52 0	13 0	4 0	29	" " "
96,862	H B	Prescott	"	1890	Montreal, Que	170 7	33 8	13 0	541	Jas. Buckly, Prescott, Ont.
85,750		Quebec	Schr—Glt	1883	Esquimaux Point, Que	63 5	21 0	8 2	57	Edouard Boudreault, Esquimaux Point, Que.
126,201	H. S. M. C	Vancouver	Scow—Chd	1906	Vancouver, B.C.	83 0	28 9	6 8	155	The British Columbia Mills Timber & Trading Company, Vancouver, B.C.
96,756	H. A. Holder	St. John, N.B	Schr—Glt	1889	Greenwich, N.B.	81 7	27 0	7 1	94	S. M. Rolf, *et al.*, Port Greville, N.S.
117,049	H. C. Phillips	Barrington	Sloop	1905	Clarke's Harbour, N.S.	32 0	11 0	6 7	11	Osborn Phillips, Clarke's Harbour, N.S.
116,399	H. F. Church	Sarnia	Barge—Chd	1875	Trenton, N. J., U. S. A.	138 3	26 0	11 2	306	John Garroch, Sarnia, Ont.

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111,418	H. H. Kitchener	Lunenburg	Schr—Glt	1900	La Have, N.S	90 2	25 0	10 0	100	John Haughn, Sr., La Have, N.S.
111,678	H. J. Logan	Parrsboro'	"	1902	Parrsboro', N.S	175 3	37 3	18 9	772	D. S. Howard, Parrsboro', N.S.
90,814	H. M. Ballou	Port Hope	"	1867	Oak Orchard, U.S.A	80 9	17 7	6 4	52	E. Goldring, Toronto, Ont.
*72,580	H. M. Stanley	Midland	"	1873	Port Dalhousie, Ont.	132 3	25 6	11 7	305	The Morden Transit Co., Ltd., Midland, Ont.
96,957	H. M. Stanley	St. John, N.B	"	1890	Newcastle, N.B.	76 2	27 5	7 0	98	S. J. Bates, *et al.*, Springfield, N.B.
80,951	H. N. Todman	Windsor, Ont.	"	1867	Wellington, Ont	92 2	22 6	8 3	110	Wm. Stone Rice, Puce, Ont.
90,619	H. R. Emmerson	Moncton	"	1890	Coverdale, N.B	78 5	24 8	7 7	98	John L. Peck, Hillsboro', N.B.
100,856	H. Auger	Quebec	Schr—Glt	1892	Les Ecureuils, Que.	54 6	15 6	6 6	37	Joseph N. Dussault, Les Ecureuils, Que.
66,043	H. Labranche	"	Barge—Chd	1872	Ste. Geneviève de Batiscan, Qué.	92 9	20 5	6 7	87	Z. LeBrun, St. Aimé, Que.
112,284	Haines Bros	Digby	Schr—Glt	1902	Meteghan, N.S.	55 6	17 8	6 9	46	Ed. Haines, *et al.*, Freeport, N.S.
90,730	Halicia	Halifax	Cutter	1887	Dartmouth, N.S	33 2	6 4	5 5	6	Samuel Trott, Seaton, England.
121,835	Halytan	St. John, N.B	Schr—Glt	1905	Cambridge, N.B	44 7	15 6	8 3	31	Warren A. E. Dykeman, Cambridge, N.B.
92,482	Hamburg	Windsor, N.S.	Bk—Bq	1886	Hantsport, N.S.	216 2	43 0	23 1	1412	The Gypsum Packet Co., Ltd., Windsor, N.S.
111,661	Hamilton	Montreal	Barge—Chd	1901	Hamilton, Ont	202 2	41 0	13 1	970	Montreal Transportation Co., Ltd., Montreal, Que.

* Formerly "Jessie H. Breck."

116,287	Handy Andy	Halifax	Schr—Glt	1903	Sheet Harbour, N.S.	37 3	12 2	6 3	15	John P. Westhaver, Sheet Harbour, N. S.
100,798	Handy No. 1	Victoria	Scow—Chd.	1888	Tacoma, Wash., U.S.A.	76 0	26 0	6 0	103	Sayward Mills & Timber Co., Ltd., Victoria, B. C.
74,128	Happy-Go-Lucky	Charlottetown	Schr—Glt	1877	Port Medway, N. S.	56 0	19 0	7 0	36	George Allen, Montague, P.E.I.
100,815	Happy Home	Barrington	"	1894	Cape Negro, N.S.	36 0	11 3	4 5	10	W. H. Harris, Halifax, N.S.
111,849	Happy Home	Chatham, N.B.	"	1902	Caraquet, N.B.	40 0	13 0	5 7	16	H. LeBouthillier, Caraquet, N.B.
116,962	Happy Home	St. Andrews	"	1904	Pennfield, N. B.	37 5	15 6	7 0	24	Daniel Thompson and Jno. McDowell, Pennfield, N.B.
122,311	Hardy	Toronto	Dredge-Drague	1905	Toronto, Ont.	66 0	19 3	5 0	64	Sand & Dredging, Ltd., Toronto, Ont.
100,956	Harold N.	Chatham, N.B.	Schr—Glt	1893	Shippigan, N.B	36 4	12 1	4 7	12	W. S. Loggie Co., Ltd., Chatham, N.B.
94,839	Harrie	St. Andrews	"	1882	Brier Island, N.B.	30 0	12 2	6 2	14	Abram Mathews, Campo Bello, N.B.
80,895	Harry	Ottawa	Barge—Chd	1879	Ottawa, Ont.	111 1	22 0	7 4	166	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,119	Harry	Parrsboro'	Schr—Glt	1892	Port Greville, N.S	153 8	35 0	12 5	422	C. T. White, Apple River, N.S.
97,038	Harry	Yarmouth	Bktn—Bkglt	1891	Beaver River, N.S	92 4	25 0	9 9	144	J. H. McKinnon, North Sydney, N.S.
80,825	Harry B.	Liverpool	Schr—Glt	1880 Bridgewater, N.S. / 1898 Liverpool, N.S.		67 0	21 8	8 8	67	J. H. Smith, *et al.*, Brooklyn, N.S.
111,839	Harry C.	Digby	"	1902	Salmon River, N.S.	33 0	10 0	5 7	16	Fred. J. Coggins, Westport, N.S.
107,342	Harry C. Ellis	Yarmouth	"	1901	Pubnico, N.S.	45 0	13 4	7 0	16	W. G. Longmire and E. J. Henderson, Annapolis Royal, N.S.
116,894	Harry M. Johnson	"	Sloop	1904	Clarke's Harbour, N.S.	38 4	12 0	6 0	14	Chas. H. Crowell, Clarke's Harbour, N.S.
80,391	Harry Morris	St. John, N.B.	Schr—Glt	1882	Parrsboro', N.S.	77 4	24 1	8 0	98	Robert Carson, St. Martin's, N.B.
116,322	Hartney W.	Parrsboro'	"	1903	Port Greville, N.S	123 3	32 2	11 2	271	C. C. Langill, M.O., Parrsboro', N.S.
	Harvest	Montreal	Barge—Chd	1870	Montreal, Que.	120 4	22 3	10 5	262	J. L. B. Leclaire, Sorel, Que.
103,263	Harvest Home	St. John, N.B.	Schr—Glt	1896	Cambridge, N.B.	64 2	13 3	5 9	53	Harry W. Porter, Chipman, N.B.
92,491	Harvest Queen	Windsor, N.S.	Ship—3 m	1887	Cornwallis, N.S.	257 0	45 0	24 6	1894	E. A. Forsyth, Windsor, N.S.
107,587	Harvey	Lindsay	Barge—Chd	1897	Bobcaygeon, Ont.	70 0	18 6	5 0	65	Robert Kennedy, Lindsay, Ont.
107,811	Hastings	Peterborough	"	1897	Burnett's Mills Landing, Ont.	61 0	15 5	4 5	36	Frank Burnett, Birdsall, Ont.
88,401	Hattie	Digby	Schr—Glt	1884	Green Cove, N.S.	57 8	17 5	6 6	37	E. C. Bowers, *et al.*, Westport, N.S.
112,129	Hattie	Lunenburg	"	1903	Lunenburg, N.S.	44 4	12 3	5 7	12	Arthur Jollymore, Indian Harbour, N.S.

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100,388	Hattie	Sydney	Schr—Glt	1894	Aspy Bay, N.S.	54 7	17 0	5 8	27	W. J. Naus, Halifax, N.S.
100,327	Hattie	Yarmouth	"	1892	Argyle, N.S.	33 0	12 6	5 0	10	R. Ellenwood, Yarmouth, N.S.
83,296	Hattie Ann	Kingston	Sloop	1883	Cranberry Lake, Ont	84 4	17 4	4 8	51	James Mullens, Belleville, Ont.
122,248	Hattie B	St. Andrews	"	1903	Meteghan, N.S.	25 0	11 0	4 6	10	Wilmot Benson, Grand Manan, N.B.
85,598	Hattie C	St. John, N.B.	Schr—Glt	1883	Hopewell Cape, N.B.	97 5	28 4	10 0	160	Thomas King, North Sydney, N.S.
90,647	Hattie Emeline	Yarmouth	"	1885	Pubnico, N.S.	31 1	13 7	4 9	11	Chas. Reynolds, Port la Tour, N.S.
94,622	Hattie H	Ottawa	Barge—Chd	1888	Ottawa, Ont.	108 0	23 0	6 0	134	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
112,190	Hattie Hutt	Chatham, Ont	Schr—Glt	1873	Sangatuck, Mich., U.S.A.	130 0	26 0	9 0	188	Frank Granville, Chatham, Ont.
107,437	Hattie L	St. Andrews	Sloop	1890	Musquash, N.B.	29 6	12 0	5 6	12	Francis A. Cheney, Grand Manan, N.B.
111,516	Hattie Louise	St. John, N.B.	"	1898	Seal Cove, N.B.	33 9	13 0	5 0	11	James W. Wooster, Grand Manan, N.B
103,722	Hattie McKay	Parrsboro'	Schr—Glt	1896	Parrsboro', N.S.	68 1	22 2	7 3	74	Jas. H. Card, Parrsboro', N.S.
122,430	Hattie Maud	Halifax	"	1908	Tancock, N.S.	44 7	12 4	5 4	16	John J. Berrigan, Canso, N.S.
100,888	Hattie Muriel	St. John, N.B.	"	1894	Scotch Town, N.B.	79 5	26 4	6 8	85	H. H. Moore, *et al.*, Hopewell Cape N.B.
121,805	Hattie Quinlen	Yarmouth	Sloop	1904	Clarke's Harbour, N.S.	30 0	10 6	6 0	10	Wm. L. Quinlen, Clarke's Harbour, N.S.

80,799	Hattie T.	Barrington	Schr—Glt	1883	Beaver River, N.S.	42 5	11 6	5 7	16	D. O. Kendrick, *et al.*, Shag Harbour, N.S.
107,480	Hattie & Eva.	Digby	Sloop.	1900	Freeport, N.S.	32 4	11 2	5 2	11	Milton Haines, *et al.*, Freeport, N.S.
121,797	Hattie & Nina	Yarmouth	"	1905	Shelburne, N.S.	31 0	11 6	6 0	10	A. H. Perry, North West Harbour, N.S.
112,111	Havana	Lunenburg.	Schr—Glt	1903	Bridgewater, N.S.	96 8	25 0	10 0	100	Albert V. Conrad, La Have, N.S.
111,996	Havelock	Annapolis Royal	"	1901	Bridgetown, N.S.	112 0	30 3	11 2	198	F. W. Pickels, *et al.*, Annapolis Royal, N.S.
83,463	Havelock	St. Andrews	"	1852	Newark, Conn., U. S. A.	18 0	17 0	7 0	33	W. James, Campo Bello, N.B.
122,498	Hayward	Chatham, N.B.	Dredge—Dragne	1908	Loggieville, N.B.	65 0	28 0	6 5	88	Robert Loggie, Loggieville, N.B.
122,577	Hazard	Yarmouth	Schr—Glt	1907	Yarmouth, N.S.	65 5	20 4	7 8	63	J. G. Farquhar, M.O., Halifax, N.S.
122,139	Hazel	Yarmouth.	Sloop.	1906	Barrington, N.S.	30 0	11 0	6 0	10	David E. Watkins, Barrington, N.S.
122,083	Hazel B. Miller	Charlottetown	Schr—Glt	1907	Charlottetown, P.E.I.	80 1	22 4	8 1	72	S. H. Roy, Elm Tree, N.B.
80,613	Hazel Dell	Yarmouth	"	1883	Pubnico, N.S.	79 9	21 9	9 1	87	Robert Murray, *et al.*, Port Richmond, N.S.
85,554	Hazel Glen.	Annapolis Royal	"	1884 1903	Pubnico, N.S. Granville Ferry, N.S.	81 8	22 4	8 8	89	Mrs. L. E. Anderson, *et al.*, Clarke's Harbour, N.S.
116,677	Hazel L.	St. Andrews	Sloop	1904	Shelburne, N.S	37 0	13 3	5 6	15	Manford Lorimer, Grand Manan, N.B.
126,102	Hazel L. Ritcey	Lunenburg	Schr—Glt	1908	Lunenburg, N.S	95 3	26 0	10 5	92	Ruben Ritcey, M.O., Riverport, N.S.
117,691	Hazel Maud	Arichat	"	1904	Liscomb, N.S.	35 0	11 3	5 6	10	J. Hartling, Liscomb, N.S.
111,688	Hazelwood	Shelburne.	"	1902	Brighton, N.S	50 1	16 7	7 2	29	Geo. C. Stevens, Freeport, N.S.
92,372	Hazelwoode	Chatham, N.B	"	1888	Moss Glen, N.B	93 3	26 6	7 6	99	Wm. Trenholn, East Wallace, N.S.
71,145	Heather Belle	Goderich.	"	1868	Picton, Ont.	93 0	22 3	7 8	121	R. Gawley, Eastnor, Ont.
103,548	Hebe	Halifax	Sloop	1896	Mahone Bay, N.S.	40 2	10 6	3 0	8	J. M. Allen, Halifax, N.S.
38,468	Hector.	Arichat	Schr—Glt	1865	River Bourgeois, N.S	59 8	17 9	7 6	35	Geo. Walker, Basin River Inhabitants, N.S.
90,735	Hector.	Port Hawkesbury	"	1886	Basin River Inhabitants, N.S.	31 0	10 5	4 7	11	Nicholas McDonald, River Inhabitants, N.S.
*80,699	Hector.	Montreal.	Barge—Chd.	1882 1896	Kingston, Ont.	170 3	35 5	11 9	539	Montreal Transportation Co., Ltd., Montreal, Que.
88,694	Hector	St. John, N.B	Bktn—Bkglt	1885	St. John, N.B	156 6	32 6	13 0	498	Chas. McL. Troop, *et al.*, St. John, N.B.
90,859	Hector W. McG.	Port Hawkesbury	Schr—Glt	1886	Lunenburg, N.S	79 9	23 5	9 0	99	Walter Murray, M.O., Port Hawkesbury, N.S.
†103,876	Helen	Montreal.	Scow—Chd.	1894	Toledo, Ohio, U.S.A.	96 6	26 7	5 4	105	Montreal Sand & Gravel Co., Ltd., Montreal, Que.

*Formerly "Glenora." †Formerly "No. 4."

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83,377	Helen	Toronto	Schr—Glt	1882	Oakville, Ont.	79 3	19 7	5 4	61	J. H. Goldring, Toronto, Ont.
122,100	Helen C	Yarmouth	Sloop	1905	Shelburne, N.S.	30 0	10 6	6 0	10	Nehemiah Crowell, Wood's Harbour N.S.
116,442	Helen C. Morse	Lunenburg	Schr—Glt	1903	Sable River, N.S.	87 6	23 3	8 7	98	John W. Westhaver, *et al.*, Lunenburg, N.S.
122,232	Helen Davis	Barrington	Sloop	1906	Clarke's Harbour, N.S.	33 6	11 4	6 0	12	Lauless Brannen, M.O., Clarke's Harbour, N.S.
126,185	Helen Glenn	Shelburne	"	1908	Jordan Bay, N.S	34 0	11 7	5 7	10	Edward and Edwin Hammond, Jordan Bay, N.S.
103,020	Helen M.	Parrsboro'	Schr—Glt	1895	Port Greville, N.S	64 0	21 6	7 2	62	N. M. Ogilvie, Parrsboro, N.S.
90,734	Helen M. Crosby	Port Hawkesbury	"	1865	Essex, Mass., U.S.A.	72 5	20 9	7 1	64	A. F. Cameron, Sherbrooke, N.S.
100,544	Helen Maud	Digby	"	1896	Freeport, N.S	43 5	15 6	6 1	26	C. McDormand, Westport, N.S.
107,292	Helen Shafner	Annapolis Royal	"	1899	Bridgetown, N.S	107 0	29 6	10 1	180	A. W. Girrior, *et al.*, Antigonish, N.S.
116,492	Helen Stewart	Lunenburg	"	1903	Lunenburg, N.S	102 2	28 0	10 8	180	William A. Miller, Alberton, P.E.I.
116,917	Helen Vair	Liverpool	"	1906	Liverpool, N.S.	83 0	23 3	8 9	79	George A. Buffett, Grand Bank, Nfld.
122,590	Helen and Beatrice	St. Andrews	"	1907	Campobello, N.B.	37 0	18 6	6 5	29	Gordon C. Calder, Campobello, N.B.
122,289	Helen and Hilda	Shelburne	Sloop	1908	Shelburne, N.S.	41 0	13 5	6 3	16	Fred C. McLean, M.O., Port Saxon N.S.
116,874	Helena	St. Catharines	Barge—Chd	1905	Merritton, Ont.	135 3	26 2	8 0	218	J. Battle, Thorold, Ont.

100,117	Helena M	Parrsboro'	Schr—Glt	1892	Parrsboro', N.S.	62 3	19 7	7 2	55	S. W. Woods, Parrsboro', N.S.
122,237	Helena Maud	Barrington	Sloop	1907	Clarke's Harbour, N.S.	33 0	12 0	5 6	11	Byron H. Smith, Cape Island, N.S.
72,672	Hellen	Victoria	"	1877	Victoria, B.C.	37 5	11 4	4 0	11	David Doig, Victoria, B.C.
112,009	Henrietta	Port Arthur	Dredge—Drague	1879	Duluth, Minn., U.S.A.	126 0	28 0	4 0	125	Algoma Builders' Supply Co., Ltd., Port Arthur, Ont.
111,578	Henry Fitzhugh	Toronto	Barge—Chd	1866	Oswego, N.Y., U.S.A.	138 0	26 0	11 0	300	The Parry Sound Lumber Co., Ltd., Parry Sound, Ont.
83,194	Henry G. Ives	Pictou, N.S.	Schr—Glt	1886	Merigomish, N.S.	68 4	22 1	7 8	68	A. LeBlanc, Arichat, N.S.
122,114	Henry H. Dicks	Sydney	"	1906	New Harris, N.S.	70 0	20 5	8 0	65	Mrs. Agnes J. Dicks, Georgetown, P.E.I.
103,717	Henry L.	Yarmouth	"	1898	Pubnico, N.S.	33 0	12 5	5 7	10	A. C. D'Entremont, Pubnico, N.S.
122,005	Henry L. Montague	Lunenburg	"	1906	Lunenburg, N.S	98 6	24 5	10 4	96	William C. Smith, M.O., Lunenburg, N.S.
103,311	Henry L. Phillips	Port Hawkesbury	"	1868	Booth Bay, Me., U.S.A.	74 8	21 6	7 6	78	John Arseneau, Magdalen Islands, Que.
94,856	Henry Nickerson	Parrsboro'	"	1871	Bath, Me., U.S.A.	74 7	21 4	7 7	70	J. H. LeBlanc, Poulamond, N.S.
75,902	Henry Swan	Sackville	"	1878	Richibucto, N.B.	70 2	22 4	7 6	63	Chas. W. Ford, Sackville, N.B.
107,060	Herald	Barrington	"	1904	Barrington, N.S.	63 2	20 3	7 9	42	Paul E. Crowell, Barrington, N.S.
100,994	Hercules	Chatham, N.B.	"	1891	Shippigan, N.B.	34 6	12 8	4 6	10	P. Rive, Caraquet, N.B.
116,892	Hermes II	Yarmouth	Sloop	1898	Booth Bay, Me., U.S.A.	51 0	14 5	6 0	14	Irvine A. Lovitt, Yarmouth, N.S.
116,494	Hero	Lunenburg	Schr—Glt	1903	La Have, N.S.	43 2	13 6	6 0	18	Jeremiah Petite, Fortune Bay, Nfld.
107,771	Heron	Chatham, N.B.	"	1899	Shippigan, N.B.	36 0	12 9	5 1	13	Wm. Fruing & Co., Ltd., Jersey.
117,179	Herschel	Windsor, Ont.	Schr—Glt	1872	Jerusalem, O., U.S.A.	121 8	27 2	9 4	237	The Peninsular Tug & Towing Co., Wiarton, Ont.
77,786	Hesperus	Halifax	"	1880	Port Medway, N.S.	43 4	13 6	6 2	17	Jas. Reyno, Herring Cove, N.S.
94,893	Hesperus	Vancouver	Sloop	1889	Vancouver, B.C.	35 5	12 3	5 5	20	H. E. Dusenbury, Vancouver, B.C.
83,259	Hettie May	Annapolis Royal	Schr—Glt	1883	Granville, N.S.	41 0	14 0	5 8	15	J. C. Winchester, Granville, N.S.
121,857	Hiawatha	Lunenburg	"	1906	Lunenburg, N.S.	95 2	25 0	10 0	99	Lameck Knock, M.O., Rose Bay, N.S.
96,904	Hiawatha	Montreal	Barge—Chd	1890	Garden Island, Ont.	176 5	30 0	11 9	518	Montreal Transportation Co., Ltd., Montreal, Que.
100,347	Hibernia	Maitland	"	1902	Noel, N.S.	132 5	31 5	11 7	298	E. A. O'Brien, Noel, N.S.
*112,064	Hieronymus	Windsor, N.S.	"	1904	Horton, N.S.	156 0	35 2	12 8	417	Mrs. Minnie B. Cain, Amherst, N.S.

* Formerly "King of Avon."

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69,097	Highland Jane	Halifax	Schr—Glt	1874	Jeddore, N.S.	52 0	17 1	7 4	32	Alburn Corkum, Chester, N.S.
96,870	Hilda	Montreal	Barge—Chd	1898	Toronto, Ont.	160 0	30 0	12 3	418	Montreal Transportation Co., Ltd., Montreal, Que.
122,099	Hilda	Yarmouth	Sloop	1906	Tusket Wedge, N.S.	36 0	13 0	7 0	17	James A. Boudreau, M.O., Tusket Wedge, N.S.
122,239	Hilda Brannen	Barrington	"	1908	Port Clyde, N.S	29 2	12 0	4 9	10	William N. Brannen, M.O., Wood Harbour, N.S.
122,244	Hilda E.	St. Andrews	"	1906	Grand Manan, N. B.	28 4	11 6	6 0	12	Joseph Moorehouse, Grand Manan, N.B.
121,993	Hilda M. Backman	Lunenburg	Schr—Glt	1906	LaHave, N.S.	80 6	23 8	8 8	81	James G. Backman, M.O., Rose Bay, N.S.
116,740	Hilda M. Horton	Halifax	"	1904	Beckerton, N.S	49 4	15 5	7 3	29	James McDonald, M.O., Harrigan Cove, N.S.
100,161	Hilda Maude	Port Hawkesbury	"	1891	La Have, N.S.	54 7	18 6	7 6	46	John Malcom, *et al.*, Port Malcolm, N.S.
103,708	Hillside	Yarmouth	Bktn—Bkglt	1897	Grangemouth, G.B.	158 0	33 1	13 1	439	Joseph G. P. Murphy, Lauzon, Que.
122,141	Hillside	Yarmouth	Sloop	1905	Wood's Harbour, N.S.	30 0	11 0	6 6	10	Shurben L. Nickerson, M.O., Wood's Harbour, N.S.
73,942	Hiram	Ottawa	"	1876	Ottawa, Ont.	104 5	22 2	7 0	134	R. M. Easton, Merrickville, Ont.
59,991	Hiram Benson	Toronto	Barge—Chd	1871	Quebec, Que.	140 5	26 0	11 0	275	Jas. Playfair and W.A. Clark, jr., J.O., Collingwood, Ont.
103,765	Hirondelle	Chatham, N.B.	Schr—Glt	1894	Caraquet, N.B.	32 6	12 0	4 8	11	T. Ahier, Shippigan, N.B.
.....	Hirondelle	Montreal	Barge—Chd	1873	St. Aimé, Que.	86 5	20 0	5 0	59	Mich. Laramie, St. Louis, Que.

74,253	Hirondelle	Quebec	Schr—Glt	1876	Mille Vaches, Que	17 8	16 8	6 6	32	Joseph Gagné, jr., Malbaie, Charlevoix Co., Que.
112,109	Hispaniola	Lunenburg	"	1903	Lunenburg, N.S	90 4	24 3	9 3	91	Patrick Farrell, St. Laurence, Nfld.
121,717	Hokushinmaru	Vancouver	"	1904	Steveston, B.C	31 5	13 0	3 8	15	Shimetaro Yoshihara, Vancouver, B.C.
107,586	Homer	Lindsay	Barge—Chd	1898	Babcaygeon, Ont	47 6	12 9	4 0	25	Robert Kennedy, Lindsay, Ont.
66,006	Hon. Hector Langevin.	Quebec	Schr—Glt	1872	St. Jean, Island of Orleans, Que.	80 5	22 0	9 2	90	Wm. Frung & Co., Ltd., Jersey.
59,868	Houble. David Price	"	"	1868	Quebec, Que	69 0	20 2	8 9	63	Horace Demeule, Isle aux Coudres, Que.
103,984	Honorable Mercier	"	"	1897	"	80 0	24 6	7 4	84	D. Perron and J. Bouchard, Grande Baie, Chicoutimi, Que.
116,933	Hootalinqua	Victoria	Barge—Chd	1899	Bennett Lake, B.C	68 7	25 1	4 6	67	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
92,409	Hope	Chatham, N.B	Schr—Glt	1888	Tracadie, N.B	40 8	14 8	5 5	18	J. Alexander, St. Aubin's, Jersey.
100,903	Hope	"	"	1895	Caraquet, N.B	36 7	12 5	5 0	12	Mrs. Sarah Young and F.T.B. Young, J.O., Caraquet, N.B.
103,939	Hope	"	"	1896	Pokemouche, N.B	34 0	12 0	5 0	11	Chas. Real, Shippegan, N.B.
69,172	Hope	Halifax	"	1873	Lunenburg, N.S	52 5	16 5	6 8	31	James Redmond, North Sydney, N.S.
	Hope	Hamilton	Scow—Chd	1866	Port Nelson, Ont	54 0	12 0	4 9	25	Edward Adamson, Toronto, Ont.
61,425	Hope	Paspebiac	Schr—Glt	1872	Shippigan, N.B	36 5	11 8	4 2	13	C. Robin Collas & Co., Ltd., Paspebiac, Que.
97,057	Horace B	Liverpool	"	1892	Port Le Bear, N.S	38 0	13 6	5 8	14	G. H. Hiltz, Lockeport, N.S.
112,061	Hornet	Windsor, N.S	"	1903	Blomidon, N.S.,	52 8	17 8	5 2	26	Willard Coffill, Canning, N.S.
100,906	Hotspur	Chatham, N.B	"	1891	Caraquet, N.B	37 0	12 7	4 6	10	P. Rive, Caraquet, N.B.
100,860	Hovington	Quebec	"	1891	Les Escoumains, Que	38 4	14 4	4 6	17	T. Caron, Les Escoumains, Que.
96,822	Howard	Lunenburg	"	1889	Chester Basin, N.S.	87 0	24 6	8 8	93	Galt Murray, Port Richmond, N.S.
103,264	Howard D. Troop	St. John, N.B	"	1896	Liverpool, N.S	85 0	22 0	8 7	69	Wm. Quinn, *et al.*, St. John, N.B.
122,001	Howard Young	Lunenburg	"	1906	Lunenburg, N.S	75 2	22 4	8 6	75	James Young, M.O., Lunenburg, N.S.
103,448	Hoyer	Ottawa	Barge—Chd	1889	Buckingham, Que	71 0	17 6	5 0	32	Geo. Bothwell, Buckingham, Que.
103,543	Humbug	Halifax	Sloop	1896	Dartmouth, N.S.	23 5	6 4	3 6	3	J. D. Ritchie, Halifax, N.S.
107,934	Hume No. 1	New Westminster	Scow—Chd	1900	New Westminster, B.C.	43 0	14 0	4 0	24	John A. Hume & Co., Ltd., New Westminster, B.C.
107,935	Hume No. 2	New Westminster	"	1900	" "	43 0	14 0	4 0	24	John A. Hume & Co., Ltd., New Westminster, B.C

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80,873	Huron	Montreal	Barge—Chd	1881	Garden Island, Ont	160 4	30 0	12 0	475	Montreal Transportation Co., Ltd., Montreal, Que.
107,687	Huron	Prescott	Dredge—Drague	1902	Montreal, Que	62 2	25 2	5 3	135	Edward A. D. Morgan, Montreal, Que.
107,759	Hustler	Charlottetown	Schr—Glt	1901	Murray Harbour South, P.E.I.	36 0	13 6	4 0	13	Lauchlin McNeill, Murray Harbour, P.E.I.
100,156	Hustler	St. John, N.B.	"	1891	La Have, N.S.	54 3	19 0	7 2	44	Wm. Hill, Walton, N.S.
103,052	Hustler	Yarmouth	"	1894	Eel Brook, N.S.	59 6	19 2	6 7	39	J. H. Spinney, *et al.*, Argyle, N.S.
80,664	Hyacinthe	Montreal	"	1881	Sorel, Que	108 0	22 0	7 2	155	R. Bickerdike and R. Ironside, Montreal, Que.
72,574	Hyderabad	Kingston	"	1876	Kingston, Ont	124 4	26 2	11 7	290	L. E. Bonaventure, Lanoraie, Que.
83,306	I. O. N. A	Halifax	Schr—Glt	1883	East Port Medway, N.S.	47 4	16 4	6 5	26	Geo. F. McRae, Baddeck, N.S.
111,829	I. R. C., No. 1	Vancouver	Scow—Chd	1901	Vancouver, B.C.	143 8	30 8	4 7	174	Sodas Ohore, Vancouver, B.C.
111,830	I. R. C., No. 2	"	"	1901	"	145 8	30 5	4 6	177	" "
111,976	I. R. C., No. 3	"	"	1901	"	152 0	31 0	5 4	204	" "
126,041	I. X. L	Port Arthur	Dredge—Drague	1893	Welland, Ont	103 0	34 5	9 0	348	Robert Weddell, *et al.*, Trenton, Ont.

107,080	I. N. Parker	Quebec	Schr—Glt	1898	Waterborough, N.B.	79 1	26 8	7 6	98	Joseph Levesque, Matane, Que.
80,966	I. R. Washington	Halifax	"	1880	Gabarouse, N.S.	59 6	18 4	7 8	39	John Campbell, St. Ann's, N.S.
42,425	Iberville	Gaspé	"	1864	Esquimaux Point, Que.	58 0	17 9	7 8	41	Mat. Boudreau, Esquimaux Point, Que.
103,779	Ibis	Chatham, N.B	"	1897	Shippigan, N.B.	36 5	12 2	4 8	11	Donald McGregor, Dalhousie, N.B.
94,850	Ice	Windsor, Ont.	Scow—Chd	1891	Sandwich, Ont.	47 0	16 4	2 0	41	Chas. Perrault, Sandwich, Ont.
100,607	Icelda	Lunenburg	Schr—Glt	1893	Sable River, N.S.	39 5	11 6	6 7	19	John S. Wolfe, *et al.*, West Dublin, N.S.
117,181	Ida	Chatham, N.B.	"	1905	Shippigan, N.B.	39 0	13 4	5 0	16	J. Savoy, Shippigan, N.B.
90,607	Ida	Ottawa	Barge—Chd	1885	Rockland, Ont.	69 0	20 0	4 6	58	W. C. Edwards & Co., Ltd., Rockland, Ont.
107,229	Ida	Quebec	Schr—Glt	1897	Château Richer, Que.	76 8	22 8	6 7	67	F. X. Martel, Château Richer, Que.
116,841	Ida A. Olson	Owen Sound	"	1888	Fort Howard, N. Y., U.S.A.	122 0	27 0	9 2	191	Geo. T. Dunn and T. W. Thomson, J.O., Owen Sound, Ont.
71,251	Ida Bell	Windsor, Ont.	"	1874	Kingsville, Ont.	87 2	20 0	6 0	97	Jas. W. Wye, Kingsville, Ont.
103,481	Ida Etta	Victoria	"	1894	Ballard, Wash., U.S.A.	82 6	20 2	8 9	69	J. A. Hughes, Victoria, B.C.
92,460	Ida M	Charlottetown	"	1887	Crapaud, P.E.I	60 0	19 6	7 7	54	W. F. Williams, Port Hawkesbury, N.S.
107,061	Ida M	St. John, N.B.	"	1897	St. Martin's, N.B.	73 2	24 0	7 0	77	S. B. Kelly, River Hebert, N.S.
112,226	Ida M. Barton	"	"	1902	The Range, N.B.	82 0	27 1	7 7	102	J. W. McAlary, M.O., St. John, N.B.
103,470	Ida M. Burke	Arichat	"	1900	St. Peter's N.S.	37 5	14 0	5 4	16	Joseph Fougere, Larry's River, N.S.
111,687	Ida M. Clarke	Shelburne	"	1902	Sable River, N.S.	99 3	24 2	9 6	99	Churchill Locke, Lockeport, N.S.
54,136	Ida May	Halifax	"	1867	Tusket, N.S.	74 8	21 0	8 0	70	W. G. Wyatt, Forteau, Labrador.
75,867	Ida Peters	St. John, NB.	"	1879	Meteghan River, N.S.	47 0	18 2	7 4	32	M. Trask, Sandy Cove, N.S.
83,291	Idle Wild	Kingston	Sloop	1882	Kingston, Ont.	49 5	15 1	4 1	19	A. Rochfort, Kingston, Ont.
103,967	Ile aux Prunes	Montreal	Barge—Chd	1898	Verchéres, Que.	87 7	20 8	5 1	71	J. H. Dansereau, Verchères, Que
103,965	Ile Bouchard	"	"	1898	"	79 3	19 8	4 4	53	" "
103,966	Ile Marie	"	"	1898	"	87 8	19 8	5 0	71	" "
116,608	Ile Marie	"	Scow—Chd.	1900	"	100 2	22 7	6 4	126	" "
112,317	Ilma	St. Andrews	Sloop	1902	St. Patrick, N.B.	31 0	14 0	5 5	16	Ernest Fisher, St. George, N.B.

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117,131	Ilona & Ida	Barrington	Sloop	1905	Shelburne, N.S.	35 5	12 5	6 0	13	Wm. N. Madden, M.O., Port La Tour, N.S.
116,571	Imperial	Fort William	Barge—Chd	1902	Fort William, Ont	120 0	38 0	7 5	413	Thunder Bay Contracting Co., Ltd., Port Arthur, Ont.
107,471	Ina Brooks	Digby	Schr—Glt	1899	Freeport, N.S	45 0	16 5	6 3	22	Thos. W. Brooks, Freeport, N.S.
111,476	Indianna	Arichat	"	1901	Arichat, N.S	30 3	9 2	4 2	11	Henry Boudrot, Arichat, N.S.
121,655	Indianna	Yarmouth	Sloop	1904	Tusket Wedge, N.S	34 0	11 3	6 0	10	M. D. Boudreau, M. O., Tusket Wedge, N.S
103,123	Indicator	St. Andrews	"	1890	Grand Manan, N.B	25 0	12 0	6 0	11	Frank Ingersoll, Grand Manan, N.B.
43,124	Industry	Chatham, N.B	Schr—Glt	1861	Miramichi, N.B	37 5	13 0	5 5	17	Frances Smith, West Cape, P.E.I.
122,454	Industry	Barrington	Sloop	1906	Barrington, N.S	31 0	11 0	6 0	11	Curtis Atwood, Barrington, N.S.
126,023	Ingonish	Sydney	Schr—Glt	1907	Ingonish, N.S	41 0	12 7	5 0	16	William C. Williams, *et al.*, Ingonish, N.S.
100,089	Inspector	St. John, N.B	"	1892	Waterborough, N.B	59 4	22 6	5 5	43	James Flower, Newcastle, N.B.
121,747	Intrepid	Vancouver,	Sloop	1906	Vancouver, B.C.	27 2	15 2	4 8	8	Louis G. Jewitt, Vancouver, B.C.
*116,275	Inverness B.1	Halifax	Schr—Glt	1875	Vestri Ponesti, Italy	192 5	33 1	21 4	1181	Inverness Ry. & Coal Co., Toronto Ont.
112,001	Invictus	Annapolis Royal	"	1904	Salmon River, N.S.	149 0	32 3	11 2	327	The Schooner Invictus Co., Ltd., Wolfville, N.S.
111,429	Iola	Halifax	Sloop	1901	Dartmouth, N.S.	22 0	6 6	2 6	2	Ralph B. deBlois, Bedford, N.S.

* Foreign name "Prosperoso."

122,592	Iolanthe	St. Andrews	Schr—Glt	1883	Danversport, Mass., U.S.A.	45 3	14 3	5 6	18	Simon Brown, Campobello, N.B.
103,944	Iona	Chatham, N.B	Barge—Chd	1880 1897	Chatham, N.B	100 0	20 0	8 0	102	J. B. Snowball Co., Ltd., Chatham, N.B.
103,174	Iona	Halifax	Schr—Glt	1894	Sable River, N.S.	40 1	13 6	6 0	15	Herbert Thomas, Pleasant Point, N.S.
107,956	Iona	Lunenburg	Schr—Glt	1900	Shelburne, N.S.	93 0	24 4	9 5	98	Howard Hartling, *et al.*, Spanish Ship Bay, N.S.
96,716	Iona	Ottawa	Barge—Chd	1890	Rockland, Ont.	111 8	22 9	7 7	158	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
112,089	Iona W.	Lunenburg	Schr—Glt	1902	Mahone Bay, N.S.	85 6	23 8	9 4	78	Abraham Ernst, *et al.*, Mahone Bay, N.S.
121,904	Iona and Maggie	Barrington	Sloop	1906	Clarke's Harbour, N.S.	30 0	12 0	5 8	11	Cecil Ross, M.O., Cape Island, N.S.
70,292	Iowa	Montreal	Barge—Chd	1874	Quebec, Que.	149 4	26 0	11 0	366	Montreal Transportation Co., Ltd., Montreal, Que.
92,424	Ireland	Prescott	"	1863	Brockville, Ont.	147 0	28 0	9 6	339	James Buckly, Prescott, Ont.
103,931	Irene	Chatham, N.B	Schr—Glt	1897	Caraquet, N.B	37 9	12 6	4 8	12	Wm. Fruing & Co., Ltd., Jersey.
75,548	Irene	Halifax	"	1879	Shelburne, N.S.	69 5	21 3	7 9	64	W. E. Poole, Lower Montague, P.E.I.
92,352	Irene	St. John, N.B.	"	1886	St. Martin's, N.B	79 7	25 7	7 2	90	Lucien Bellivean, Dorchester, N.B.
100,490	Irene M. B.	Lunenburg	"	1892	Mahone Bay, N.S.	67 6	21 3	8 4	66	Fred. Porrier, Descouse, N.S.
103,868	Iris	Halifax	Sloop	1896	Port Hawkesbury, N.S.	35 5	7 8	5 6	5	R. T. McIlreith, Halifax, N.S.
103,348	Iris	Montreal	Yacht	1893	Peterborough, Ont	18 3	7 4	2 0	1	F. H. Barlow, Montreal, Que.
121,942	Irona	Sorel	Sloop	1907	Pierreville, Que.	109 2	23 2	7 5	128	Ludger Yargeau, Pierreville, Que.
72,567	Iroquois	Montreal	Barge—Chd	1875	Garden Island, Ont.	151 0	26 1	11 1	361	Sincennes McNaughton Line, Ltd., Montreal, Que.
107,686	Iroquois	Prescott	Dredge—Drague	1889	Montreal, Que.	92 2	29 6	7 1	231	John E. Moore, St. John, N.B.
122,013	Isaac Hunter	Ottawa	Barge—Chd	1906	Kippewa Lake, Que.	50 0	14 9	4 4	48	Colonial Lumber Co., Ltd., Pembroke, Ont.
96,724	Isabel	Chatham, N.B	Schr—Glt	1889	Shippigan, N.B.	35 0	11 8	4 5	11	Arsene Hebert, Caraquet, N.B.
†40,386	Isabel	Victoria	Barge—Chd	1866	Victoria, B. C.	142 4	22 6	10 0	194	The Esquimalt & Nanaimo Railway Co., Victoria, B.C.
94,928	Isabel Reed	Picton, Ont.	"	1881	Marine City, Wisconsin, U.S.A.	186 0	31 5	11 0	480	Ontario & Quebec Navigation Co., Ltd., Picton, Ont.
71,257	Isabella	Windsor, Ont.	Scow—Chd	1875	River Puce, Ont.	57 5	16 7	3 4	33	Gilbert Sharon, Belle River, Ont.
116,959	Isabella Sands	Sarnia	Schr—Glt	1874	Manistee, Mich., U.S.A.	134 5	29 8	10 1	231	William Kennedy and John Harkness, Sarnia, Ont.
103,350	Ishkoodah	Montreal	Sloop	1885	Lachine, Que.	28 2	10 0	2 2	4	R. R. Stevenson, Montreal, Que.

*. Formerly a steamer.

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125,993	Isidore	Quebec	Barge—Chd	1907	St. Alexis, Que.	106 0	22 5	7 8	162	The Kaine & Bird Transportion Co., Ltd., Quebec, Que.
88,243	Isis	Deseronto	"	1884	Deseronto, Ont.	105 0	23 3	5 3	96	P. Larkin, St. Catharines, Ont., and A. Sangster, Iroquois, Ont.
111,530	Island Girl	Digby	Schr—Glt	1901	Cape St. Mary's, N. S.	32 0	10 2	4 8	10	E. S. Doucette, Cape St. Mary's, N.S.
103,121	Island Girl	St. Andrews	Sloop	1895	Shelburne, N. S.	38 0	13 0	5 5	17	Frank Ingersoll, Grand Manan, N.B.
107,841	Island Queen	Toronto	Schr—Glt	1897	St. Williams, Ont.	52 3	17 3	4 3	28	Mary Raines, Toronto, Ont.
121,845	Islander	"	Dredge—drague.	1905	Toronto, Ont.	78 2	30 0	6 6	242	Frank Simpson, Toronto, Ont.
100,064	Isma	St. John, N. B.	Schr—Glt	1891	Freeport, N. S.	51 5	17 9	6 8	31	Thos. M. Hicks, *et al.*, Westport, N.S.
112,053	Isobel	St. Catharines	Dredge—drague	1903	Welland, Ont.	101 0	36 0	9 0	446	Michael J. Hogan, Montreal, Que.
51,738	Ita	St. John, N.B.	Schr—Glt	1865	Deer Island, N.B.	39 0	13 3	5 5	15	Robt. Newcombe, Parrsboro', N.S.
100,997	Ivanhoe	Chatham, N.B.	"	1892	Caraquet, N.B.	35 2	12 5	4 4	10	Xavier Poirier, New Bandon, N.B.
74,292	Ivigtut	Quebec	Bk—Bq	1877	Quebec, Que.	122 3	28 7	15 7	331	F. R. Eaton, Parrsboro', N.S.
107,116	Ivy	Lunenburg	Schr—Glt	1898	La Have, N.S.	36 5	11 5	5 2	12	S. Zellers, Lunenburg, N.S.
66,992	Ivy	St. John, N. B	"	1871	Wickham, N.B.	40 0	15 6	4 6	17	Chas. S. Coggin, St. John, N.B.

103,108	J. B. L.	Montreal	Barge—Chd	1894	Yamaska, Que.	108 7	23 1	9 1	165	J. B. Laviolette, St. Ours, Que.
83,135	J. B. M.	Halifax	Schr—Glt	1881	La Have, N.S.	42 3	14 8	6 3	20	John Landry, Petite de Grat, N.S.
103,982	J. E. B.	Quebec	"	1897	Château Richer, Que.	64 0	21 8	6 0	48	J. B. Barrette, Mille Vaches, Que.
121,930	J. E. W. H.	Quebec	"	1906	Bic, Que.	76 8	24 0	6 9	73	Mrs. Earnest Heppell, Bic, Que.
57,195	J. H. S.	Chatham, N. B.	"	1891	Tracadie, N.B.	56 8	17 2	7 3	40	J. H. Brownell, North Port, N.S.
126,178	J. I. L. No. 1.	New Westminster	Barge—Chd	1908	Ladner, B.C.	59 7	20 0	4 7	48	Jervis Inlet Lumber Co., Ltd., Ladner, B.C.
112,247	J. McD. No. 1	Vancouver	Scow—Chd	1899	Vancouver, B.C.	72 0	24 1	6 2	89	J. McDonald, Vancouver, B.C.
116,297	J. W.	Charlottetown	Schr—Glt	1903	Montague, P.E.I.	82 3	22 6	8 8	78	Warren Wightman, Montague, P.E.I.
116,234	J. W.	Digby	Sloop	1904	Shelburne, N.S.	38 0	12 5	5 3	14	John Daley, Digby, N.S.
121,858	J. A. McLean	Lunenburg	Schr—Glt	1906	La Have, N.S.	80 9	22 6	8 7	80	C. Aubrey Anderson, M.O., Lunenburg, N.S.
96,830	J. A. Silver.	Liverpool	"	1898	Lunenburg, N.S.	75 4	23 5	8 8	91	R. H. Gardner, Brooklyn, N.S.
83,336	J. B. Blanchard	Ottawa	Barge—Chd	1882	Hull, Que.	110 7	22 6	7 0	150	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
50,780	J. B. Fay	Halifax	Schr—Glt	1865	Bay of Islands, Nfld.	55 0	18 4	7 7	48	Frank Robertson, Montague Bridge, P.E.I.
117,072	J. B. Hamill	Toronto	Dredge—drague		St. Catharines, Ont.	73 0	25 0	6 5	119	W. E. Phin, Toronto, Ont.
107,308	J. B. King & Co., No. 23.	Windsor, N. S.	Barge—Chd	1900	Spencer's Island, N.S.	96 3	24 1	9 5	113	Gypsum Packet Co., Ltd., Windsor, N.S.
116,814	J. B. Kitchen.	Cobourg	Schr—Glt	1873	Cleveland, O. U.S.A.	132 8	26 8	11 0	302	George Plunkett, Cobourg, Ont.
100,001	J. B. Martin.	Charlottetown	"	1890	Margaretville, N.S.	89 6	25 1	7 9	95	John Grady and John L. Read, Summerside, P.E.I.
107,469	J. B. P. No. One.	Lindsay	"	1891	Lindsay, Ont.	70 0	18 6	5 0	65	Jos. Briggs Parkin, Lindsay, Ont.
107,470	J. B. P. No. Two.	Lindsay	"	1897	Lindsay, Ont.	38 7	16 9	4 5	29	Jos. Briggs Parkin, Lindsay, Ont.
112,374	J. B. Saint	Arichat	"	1902	L'Ardoise, N.S.	42 0	13 3	6 0	18	Robert Hendsbee, Half Island Cove, N. S.
75,767	J. C. Dakin	Liverpool	"	1877	Liverpool, N.S.	52 5	17 4	6 7	30	Wm. Giffin, Isaac's Harbour, N.S.
111,816	J. C. No. 1.	Vancouver	Scow—Chd	1901	Vancouver, B.C.	65 7	23 7	6 3	87	Henry Bell-Irving, Vancouver, B.C.
111,818	J. C. No. 2,	"	"	1899	"	49 5	15 0	4 0	24	John A. Cates, Vancouver, B.C.
	J. C. Weir	Montreal	Barge—Chd	1879	Sorel, Que.	92 6	18 8	5 4	126	D. Damphouse, St. Timothy, Que.
61,592	J. C. Williams	Halifax	Schr—Glt	1876	Jordan River, N.S.	56 0	18 5	7 0	29	James Freda, Chester, N.S.

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
94,731	J. D. Everett	Windsor, N. S.	Ship—3 m	1889	Newport, N.S.	242 5	45 2	24 2	1957	The Ship J. D. Everett Co., Ltd., Windsor, N.S.
100,538	J. E. Collins	Halifax	Schr—Glt	1894	Freeport, N.S	52 2	18 2	7 0	36	Placide Bouchard, River Bourgeois, N.S.
121,664	J. E. Heppell	Quebec	"	1905	Bic, Que.	76 2	23 2	7 1	74	J. E. Heppell, Bic, Que.
100,164	J. H. Ernst	Lunenburg	"	1891	Lunenburg, N.S.	80 9	23 5	9 0	97	Daniel and J. S. Chisholm, Halifax, N.S.
122,472	J. H. Redfern	Ottawa.	Barge—Chd	1907	Hull, Que	122 1	24 1	8 6	208	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,853	J. J. Cox.	Shelburne	Schr—Glt	1905	Shelburne, N.S.	75 0	21 9	8 1	65	Wm. T. McCarthy, *et al.*, Shelburne, N.S.
111,510	J. L. Colwell.	St. John, N.B	"	1901	Cambridge, N.B	85 1	27 4	7 6	99	John L. Colwell, *et al.*, Jemseg, N.B.
107,577	J. M. K. No. One.	Lindsay.	Barge—Chd	1897	Lindsay, Ont.	86 0	17 8	4 2	64	W. J. C. Boyd, M.O., Bobcaygeon, Ont
107,578	J. M. K. No. Three.	"	Barge—Chd	1897	Lindsay, Ont	81 6	20 0	4 4	72	W. J. C. Boyd, M.O., Bobcaygeon, Ont.
107,579	J. M. K. No. Four.	"	"	1897	"	72 5	19 0	4 8	66	" " "
107,580	J. M. K. No. Five.	"	"	1897	"	74 0	18 0	4 4	59	" " "
107,581	J. M. K. No. Six.	"	"	1892	"	64 0	18 8	4 4	53	" " "
107,582	J. M. K. No. Seven.	"	"	1897	"	62 0	19 0	4 0	47	" " "
107,583	J. M. K. No. Eight.	"	"	1892	"	62 0	17 2	4 3	46	" " "

107,575	J. M. No. One	Lindsay	Scow—Chd	1890	Bobcaygeon, Ont.	75 0	22 7	5 0	73	Joseph Maunder, Lindsay, Ont.
107,576	J. M. No. Two	"	"	1890	"	75 4	25 1	5 0	80	" "
100,837	J. M. Young	Lunenburg	Schr—Glt	1894	Lunenburg, N.S.	86 8	24 5	9 3	99	S. M. and Oscar Gillin, J. O., Goldsboro', N.S.
85,715	J. R. A. No. 1	Prescott	Scow—Chd	1884	Tonawanda, N.Y., U.S.A	60 0	15 0	5 4	43	W. Marleton, Goderich, Ont.
85,716	J. R. A. No. 2	"	"	1884	" "	60 0	15 0	5 4	43	" "
96,820	J. S. Austin	Sault Ste. Marie	"	1863	Port Ryerse, Ont.	136 0	26 0	12 2	323	Algoma Central & H. B. Ry. Co., Sault Ste. Marie, Ont.
59,994	J. W. Dunscomb	Montreal	Schr—Glt	1871	Quebec, Que.	90 0	24 8	8 6	99	Government of Canada, Ottawa, Ont.
90,547	J. W. McRae	Montreal	Barge—Chd	1880	Whitehall, N.Y., U.S.A.	97 5	17 7	8 2	119	Edmond Comptois, Sorel, Que.
107,960	J. W. Mills	Lunenburg	"	1900	Mahone Bay, N.S	81 9	23 3	9 4	76	John W. Mills, Mahone Bay, N.S.
111,483	J. W. Patry	Quebec	Schr—Glt	1899	Ste. Emelie, Que.	80 4	21 0	6 4	70	Joseph S. Beaudet, Ste. Emelie, Que.
117,104	J. W. Todd	Ottawa	Barge—Chd	1904	Hull, Que	120 0	24 0	7 9	171	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
* 61,587	J. & L. Irving	Yarmouth	Schr—Glt	1875	Shelburne, N.S.	78 1	22 5	9 1	80	J. D. Irving, Buctouche, N.B.
103,771	J. Anny	Chatham, N.B	"	1895	Tignish, P.E.I.	37 3	12 3	5 0	12	John Poirier, M.O., Tignish, P.E.I.
122,645	J. Burstall	Ottawa	Barge—Chd	1908	Hull, Que.	119 7	24 1	8 0	191	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
69,140	J. Croft	Halifax	Schr—Glt	1875	New Dublin, N.S.	56 6	18 5	7 5	45	Wm. Barry, Chester, N.S.
107,680	J. Levesque	Quebec	"	1900	Grand Métis, Que.	69 0	21 8	7 0	62	M. A St. Pierre, Bic, Que.
107,286	J. Ponder, jr.	Liverpool	"	1857	Milton, Del., U.S.A.	96 0	27 0	7 5	99	The Acadia Pulp & Paper Co., Ltd., Halifax, N.S.
107,690	J. Robertson	Ottawa	Barge—Chd	1898	Hull, Que	108 0	23 0	7 2	152	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
126,073	Jack Canuck	Vancouver	Sloop	1907	Vancouver, B.C.	29 6	10 8	4 8	11	Robert K. Scarlett, Vancouver, B.C.
83,326	Jackson	Ottawa	Barge—Chd	1881	Hull, Que	110 7	21 3	7 8	157	Joseph Wilson, Montreal, Que.
85,560	Jacques	Yarmouth	Schr—Glt	1884	Eel Brook, N.S.	66 5	20 3	7 7	58	Peter Blamphie, Arichat, N.S.
100,610	Jamboree	Shelburne	Yawl—Yole	1893	Shelburne, N.S.	44 0	11 5	8 3	14	J. B. Bland, Gaspé, Que.
83,338	James	Ottawa	Barge—Chd	1882	Montreal, Que.	108 6	22 6	6 4	153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,300	James A. Gray	Charlottetown	Schr—Glt	1888	Bath, Me., U.S.A.	91 8	26 3	6 3	91	Alex. J. McFadyen, Tignish, P.E.I.
103,804	James A. Stetson	Pictou, N.S.	"	1868	Lubec, Me., U.S.A.	72 0	19 5	6 6	71	George Dunn, Murry Harbour South, P.E.I.

* Formerly "Lucretia Jane."

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92,366	James Barber.	St. John, N.B	Schr—Glt	1887	Waterborough, N.B	79 0	26 0	6 6	80	Robert Connely, St. Martins, N.B.
85,717	James Buckly	Prescott	Barge—Chd	1884	Quebec, Que	160 0	31 9	10 6	442	Jas. Backly, Prescott, Ont.
75,433	James Cunningham.	Ottawa	"	1877	Hull, Que	110 3	22 7	8 0	176	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
84,824	James Davis	Halifax	Schr—Glt	1882	Humber Sound, Nfld	59 0	18 0	7 3	47	Inkerman Allen, Botsford, N.B.
83,303	James Ryan	Port Medway	"	1882	East Port Medway, N.S.	57 9	19 7	7 8	48	Wm. Harris, Gabarouse, N.S.
74,345	James Semple	Pictou, N.S.	"	1876	Tatamagouche, N.S.	60 0	19 4	8 4	63	Thomas Roberts, *et al.*, Tatamagouche, N.S.
111,525	James W. Cousins	Digby	"	1900	Shelburne, N.S.	88 0	23 0	8 4	87	Arthur Casey, *et al.*, Digby, N.S.
103,807	James William	Picton, N.S.	"	1908	New Glasgow, N,S	146 4	33 5	12 7	440	Carmichael Ship Co., Ltd., New Glasgow, N.S.
59,903	Janes	Quebec.	"	1869	Quebec, Que	118 0	23 0	8 0	158	Montreal Transportation Co., Ltd., Montreal, Que.
122,087	Janet	Charlottetown	"	1902	Montague, P.E.I.	35 0	11 6	5 8	14	Austin L. Fraser, Souris, P.E.I.
116,284	Janet R.	Halifax	"	1903	Port Dufferin, N.S.	58 4	18 0	6 6	37	Wm. Young, Codroy, Nfld.
46,294	Janett	"	"	1864	Port Medway, N.S.	51 3	17 9	6 8	32	Wm. Long, *et al.*, Richibucto, N.B.
72,296	Janie B	St. John, N.B.	"	1877	Wickham, N.B.	58 9	21 2	5 4	43	Thos. Blenkhorn, Spring Hill, N.S.
107, 768	Janie F	Charlottetown	"	1902	Montague, P.E.I	56 9	18 5	7 4	46	John Fraser, Harbour au Bouche, N.S,

100,294	Jean	Chatham, N.B.	Schr—Glt	1891	Caraquet, N.B.	38 8	12 8	4 4	13	Thos. DesBrisay, Bathurst, N.B.
116,916	Jean	Liverpool	"	1905	Liverpool, N.S.	118 0	28 9	11 0	190	John C. Crosbie, St. John's, Nfld.
111,812	Jean	Vancouver	Scow—Chd	1901	Vancouver, B.C	138 5	36 7	6 1	622	British Yukon Nav. Co., Ltd., Vancouver, B.C.
103,414	Jeanie Myrtle	Lunenburg	Schr—Glt	1895	Lunenburg, N.S.	85 3	24 2	9 3	98	Wm. Main, *et al.*, Halifax, N.S.
100,858	Jeannette	Quebec	"	1892	Malbaie, Que.	40 0	13 9	5 6	18	R. Asselin, St. Michel de Bellechasse, Que.
121,934	Jeannie & Annie	Halifax	"	1900	Spry Bay, N.S.	43 0	12 8	6 9	16	J. J. Mason, Tangier, N.S.
116,822	Jennet	Barrington	Sloop	1902	Clarke's Harbour, N.S.	29 0	12 2	5 7	11	Thomas A. Kenney, Clarke's Harbour, N.S.
116,665	Jennette	Midland	Schr—Glt	1881	Mount Clements, Mich.	145 0	28 5	10 9	334	The Morden Transit Co., Ltd., Midland, Ont.
88,579	Jennie	Kingston	"	1871	Garden Island, Ont.	168 0	26 6	11 8	438	Montreal Transportation Co., Ltd., Montreal, Que.
83,091	Jennie	Port Hawkesbury	"	1879	Pirate Harbour, N.S.	30 1	10 2	5 3	11	Peter C. Bosdet, West Arichat, N.S.
100,307	Jennie	Windsor, Ont.	"	1891	Erin, Mich., U.S.A.	75 9	20 6	4 0	50	Denis Ouelette, Belle River, Ont.
103,191	Jennie B	Halifax	"	1894	Brooklyn, N.S.	34 0	13 6	5 8	13	E. E. Shatford, Indian Harbour, N.S.
* 80,061	Jennie C	St. John, N.B.	"	1880 / 1899	Chipman, N.B. / Rebuilt	86 2	26 8	7 0	98	Wm. F. Currie, Cambridge, N.B.
112,312	Jennie L	St. Andrews	Sloop	1899	Machias, Me., U.S.A.	40 0	14 2	6 4	21	Thos. H. Lord, West Isles, N.B.
122,138	Jennie L	Yarmouth	"	1905	Clyde, N.S.	30 0	11 0	6 0	10	James A. Smith, Port La Tour, N.S.
78,048	Jennie May	Chatham, N.B.	Schr—Glt	1880	Tignish, P.E.I.	44 0	14 6	5 9	19	J. McGrath, Tignish, P.E.I.
103,491	Jennie May	Lunenburg	"	1895	Mahone Bay, N.S.	77 1	22 2	9 1	88	N. Smith, *et al.*, Halifax, N.S.
79,919	Jennie Palmer	Dorchester	"	1889	Dorchester, N.B.	75 2	24 2	7 2	78	E. V. Copp and H. Copp, Harvey, N.B.
117,133	Jennie Roy	Yarmouth	Sloop	1904	Shelburne, N.S.	32 0	10 6	6 0	10	L. Smith, M.O., Port La Tour, N.S.
122,591	Jennie T.	St. Andrews	Schr—Glt	1907	Belliveau's Cove, N.S.	41 0	16 0	7 6	31	James F. Nesbett and George B. Thomas, Grand Manan, N.B.
90,532	Jenny Lind	Montreal	Sloop	1885	St. Thomas de Pierreville, Que.	102 6	22 7	5 9	101	J. Laforet, Sorel, Que.
	Jenny Lind	"	Barge—Chd	1859	St. Francis, Que.	85 0	22 7	6 1	41	L. St. Pierre, Yamaska, Que.
103,289	Jersey Lily	Chatham, N.B.	Schr—Glt	1895	Caraquet, N.B.	37 2	12 8	4 8	12	T. Ahier, Shippigan, N.B.
59,475	Jessen	Lunenburg	"	1871	Lunenburg, N.S.	66 0	21 0	8 4	69	Dominick White, Neguac, N.B.
80,950	Jessie	Chatham, N.B.	"	1882	Charlo, N.B.	36 4	13 7	5 0	14	S. McGregor, Charlo, N.B.

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100,542	Jessie	Digby	Schr—Glt	1895	Freeport, N.S	41 0	15 3	6 0	17	A. E. Spicer, Harbourville, N.S.
88,563	Jessie	Kingston	Sloop	1869	Clayton, N.Y., U.S.A.	63 6	13 6	5 0	29	R. Kimberley, Portland, Ont.
111,664	Jessie	Montreal	Barge—Chd	1902	Charlemagne, Que	97 5	26 4	5 1	93	The Charlemagne & Lac Ouareau Lumber Co., Ltd., Montreal, Que.
66,078	Jessie	Quebec	"	1873	Yamaska, Que	107 0	22 3	8 2	137	Pierre Lacroix, Sorel, Que.
59,186	Jessie	St. John, N.B.	Schr—Glt	1868	Rexton, N.B	78 2	25 0	6 4	72	H. V. Brewster, Albert. N.B.
111,787	Jessie	Victoria	"	1890	Benecia, U.S.A.	76 0	24 5	7 0	48	Herbert G. Wilson, Victoria, B.C.
116,557	Jessie Ashley	Maitland	"	1908	Maitland, N.S.	95 7	26 0	8 6	122	William Anthony, Maitland, N.S.
107,478	Jessie C.	Digby	Sloop	1890	Grand Manan, N.B.	28 5	11 5	5 0	10	Handley Lewis, Port Lorne, N.S.
112,316	Jessie C.	St. Andrews	Schr—Glt	1903	Belliveau's Cove, N.S.	34 0	13 6	8 0	18	John M. Calder, Campo Bello, N.B.
90,507	Jessie D.	Parrsboro'	"	1886	Parrsboro', N.S.	83 2	22 6	8 6	86	Wm. Durant, M.O., Parrsboro', N.S.
122,320	Jessie Gertrude	Lunenburg	"	1908	Mahone Bay, N.S.	46 2	13 3	6 4	17	Charles Mosher, Canso, N.S.
103,997	Jessie James	St. Andrews	Sloop	1897	Grand Manan, N.B.	30 0	11 2	5 0	11	Mrs. Josephine Frankland, Grand Manan, N.B.
111,998	Jessie K.	Annapolis Royal	Schr—Glt	1903	Parker's Cove, N.S.	36 5	11 0	4 8	11	John Hackenley, Grandville, N.S.
107,646	Jessie L. Smith	Lunenburg	"	1899	La Have, N.S	98 6	25 7	10 0	106	John C. Crosbie, *et al.*, St. John's, Nfld.

64,006	Jessie Lent	St. John, N.B.	Schr—Glt	1870	Freeport, N.S	51	5	17	5	5	8	28	Marshall Stinson, St. Andrews, N.B.
83,311	Jessie M. Vogler	Port Medway	"	1884	Vogler's Cove, N.S.	76	6	22	5	8	8	77	George Cunningham, Halifax, N.S.
71,331	Jessie Newell	Charlottetown	"	1857	Essex, Mass., U.S.A	70	4	19	7	8	0	63	Wellington Hume, Iris, Lot 62, P.E.I.
116,823	Jessie Roy	Barrington	Sloop	1902	Clarke's Harbour, N.S	33	3	12	0	6	3	12	Job. A. Crowell, Clarke's Harbour, N.S.
116,747	Jessie W	Halifax	Schr—Glt	1905	Indian Harbour, N.S.	39	5	10	6	5	3	12	Alonzo Feltmate, Canso, N.S.
103,593	Jessie & Ada	Charlottetown	"	1896	Crapaud, P.E.I	36	4	13	0	5	3	14	Geo. Heather, Pugwash, N.S.
64,994	Jet	Montreal	Barge—Chd	1871	Quebec, Que	137	8	29	6	9	5	312	Sincennes-McNaughton Line, Ltd., Montreal, Que.
74,019	Jewel	Lunenburg	Schr—Glt	1876	Shelburne, N.S	68	0	21	2	7	8	52	J. A. Hirtle, Lunenburg, N.S.
94,904	Joan	New Westminster	Sloop	1890	New Westminster, B.C.	36	0	11	0	5	0	16	Mrs. Grace Cruikshank, New Westminster, B.C.
112,398	Joe	Ottawa	Barge—Chd	1901	Ville Marie, Que	46	0	11	0	3	0	7	Jos. Lavigne, Ville Marie, Que.
	Johanna	Windsor, Ont	Scow—Chd	1867	Pike Creek, Ont	60	0	17	6	4	0	40	M. Thibert, jr., Belle River, Ont.
100,958	John B	Chatham, N.B	Schr—Glt	1892	Shippigan, N.B	34	5	12	2	5	0	11	W. S. Loggie Co., Ltd., Chatham, N.B.
100,969	John Bull	Chatham, N.B.	"	1892	Caraquet, N.B	34	3	11	6	4	8	10	James Anderson, Church Point, N.B.
80,718	John Bull	Paspebiac	Cutter	1892	Paspebiac, Que	43	3	12	5	5	4	20	C. Robin, Collas & Co., Ltd., Jersey.
121,822	John Crete	Montreal	Sloop	1901	Grandes Piles, Que	62	4	9	4	1	8	8	George Crete, Grandes Piles, Que.
100,419	John Cuzner	Ottawa	Barge—Chd	1893	Ottawa, Ont	82	9	20	7	5	0	46	Roderick McLeod, Ottawa, Ont.
66,036	John Day	Quebec	Sloop	1870	St. Aimé, Que	106	3	22	8	8	0	136	Flavien Morin, Champlain, Que.
51,965	John E. Dennis	St. Andrews	Schr—Glt	1865	Beaver River, N.S	35	0	14	0	5	1	18	Alfred Stanley, sr., Grand Manan, N.B.
71,071	John G. Kolfage	Amhertsburg	"	1869 / 1883	Amhertsburg, Ont.	79	3	22	2	7	3	88	James Schell and Robert Reid, Red Bay, Ont.
126,063	John G. Scrimgeour	Charlottetown	"	1908	Murray Harbour, P.E.I.	34	0	12	2	4	8	14	Herbert Williams, Beach Point, Murray Harbour, P.E.I.
78,032	John Gales	Chatham, Ont	"	1879	Mitchell's Bay, Ont	70	0	16	3	5	0	42	Joseph Lespérance, Belle River, Ont.
80,668	John Gaskin	Montreal	Barge—Chd	1881	Kingston, Ont	165	8	31	4	12	1	487	Montreal Transportation Co., Ltd., Montreal, Que.
83,340	John Gray	Ottawa	"	1881	Hull, Que	110	0	22	0	7	4	156	Joseph Wilson, Montreal, Que.
61,572	John Halifax	Shelburne	Schr—Glt		Danvers, U.S.A	75	8	21	2	7	5	63	A. F. Cameron, Sherbrooke, N.S.
96,704	John Heney	Ottawa	Barge—Chd	1889	Ottawa, Ont	111	0	22	6	6	9	155	The Ottawa Transportation Co., Ltd., Ottawa, Ont.

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107,490	John J. Barlum	Sault Ste. Marie	Schr—Glt	1890	Toledo, Ohio, U.S.A	234 0	40 8	16.0	1213	Algoma Central Railway, Sault Ste. Marie, Ont.
126,151	John Kennedy	Montreal	Dredge—Drague	1892	Levis, Que	92 2	36 7	6 9	359	Harbour Commissioners of Montreal, Montreal, Que.
121,795	John L.	Yarmouth	Sloop	1905	Tusket Wedge, N.S	34 0	11 0	6 0	11	F. L. Pothier, M.O., Tusket Wedge, N.S.
100,936	John Loughrin	Ottawa	Barge—Chd	1889	Kippewa, Que	97 5	12 4	4 4	36	A. Lumsden, Ottawa, Ont.
117,148	John M. Plummer	Halifax	Schr—Glt	1883	Booth Bay, Me., U.S.A	87 5	22 5	8 0	83	Charles E. Bennett, and D. S. Miller, Alberton, P.E.I.
116,609	John Magee	Montreal	Barge—Chd	1869	Oswego, N.Y., U.S.A	142 1	26 2	11 2	312	Mrs. Antoine Robillard, Montreal, Que.
71,135	John McBride	Belleville	Schr—Glt	1877	Port Dover, Ont	58 8	15 6	5 4	42	Edward Quinn, Belleville, Ont.
75,779	John Millard	Charlottetown	"	1881	Liverpool, N.S	72 5	22 2	8 5	69	Anthony Arseneau, Grandigue, N.B.
85,714	John R. Arnoldi	Prescott	Dredge—Drague	1884	Tonawanda, N.Y., U.S.A	72 0	23 0	5 4	68	Wm. Marleton, Goderich, Ont.
107,288	John S. Bennett	Liverpool	Bktn—Bkglt	1900	Liverpool, N.S	130 6	31 2	11 1	299	Abraham W. Hendry, Liverpool, N.S.
100,128	John T. Mott	Wallaceburg	Schr—Glt	1869	Oswego, N.Y., U.S.A	137 0	26 0	11 0	309	J. McAulay, Wiarton, Ont.
97,148	John & Frank	St. John, N.B.	"	1853	Salisbury, Me., U.S.A	66 8	21 2	6 6	56	Daniel C. Teare, Alma, N.B.
103,134	Johnney	Quebec	"	1894	Rivière du Loup, Que	58 8	19 0	5 2	36	Wilfred Pednault, Fraserville, Que.
111,850	Johnny M	Chatham, N.B	"	1896	Alberton, P.E.I	38 8	13 2	5 3	12	J. T. Murphy, Campbellton, N.B.

72,275	Jolliette	St. John, N.B.	Schr—Glt	1875	Cambridge, N.B	72 4	25 0	6 7	66	J. Sargeson and Eldrige Sabean, St. John, N.B.
83,097	Joseph Ann	Port Hawkesbury	"	1884	Margaree, N.S.	45 7	15 5	6 4	22	Peter Bleamphie, Arichat, N.S.
103,247	Joseph Arthur R.	Montreal	Sloop	1894	Lanoraie, Que	131 6	27 3	11 3	289	Joseph Robillard, Montreal, Que.
100,182	Joseph Edward R.	"	"	1891	"	120 0	26 2	8 6	229	" "
94,789	Joseph McGill	Pictou, N.S.	Schr—Glt	1889	Shelburne, N.S.	81 0	23 4	9 7	99	David Roberts, Tatamagouche, N.S.
94,970	Joseph O	Lunenburg	"	1889	Pleasantville, N.S.	58 4	20 0	7 5	53	A. Williams, Musquodoboit, N.S.
103,871	Joseph Souillière	Montreal	Sloop	1896	Sorel, Que	102 0	23 1	6 2	116	J. Souillière, Sorel, Que.
100,965	Josephine	Chatham, N.B.	Schr—Glt	1893	Caraquet, N.B.	36 5	12 6	4 8	11	P. Rive, Caraquet, N.B.
69,612	Josephine	Quebec	"	1861	Grondines, Que.	82 1	22 5	8 6	106	Joseph Lavoie, St. Luce, Que.
73,986	Josephine	"	"	1876	Bay St. Paul, Que.	54 5	18 0	8 1	46	Joseph Desgagnez, Anse St. Jean, Chicoutimi, Que.
*116,951	Josephine	"	Barge—Chd	1871	Manistee, Mich., U.S.A.	163 6	29 2	10 0	355	Bernard J. Kaine, St. Alphonse de Chicoutimi, Que.
77,892	Josephine	Sackville	"	1879	Baie Verte, N.B	33 6	12 4	4 7	12	L. Burke, Botsford, N.B.
121,692	Josephine	Yarmouth	Sloop	1904	Cape Island, N.S.	33 0	11 0	6 0	10	F. N. Newell, M.O., Cape Island N.S.
103,857	Josephine Swanton	Halifax	Schr—Glt	1867	Booth Bay, Me., U.S.A.	72 5	21 4	7 2	63	Constant C. Church, Chester, N.S.
83,461	Josie L. Day	Digby	"	1878	Pembroke, Me., U.S.A.	42 5	15 0	5 9	16	W. H. Anderson, Parker's Cove, N.S
122,594	Josie W.	St. Andrews	Sloop	1908	Shelburne, N.S.	42 0	12 9	5 7	15	Lorenzo C. Watt, North Head, Grand Manan, N.B.
111,726	Juanita	Lunenburg	Schr—Glt	1902	Lunenburg, N.S.	94 0	24 8	10 0	100	Wm. C. Smith, Lunenburg, N.S.
116,673	Juanita	St. Andrews	Sloop	1900	West Isles, N.B.	36 0	13 0	6 0	14	Henry H. Bancroft, Grand Manan, N.B.
88,454	Jubilee	Arichat	Schr—Glt	1887	Port Royal, N.S.	51 1	17 6	7 5	34	Arthur Porrier, Descouse, N.S.
92,458	Jubilee	Charlottetown	"	1887	Georgetown, P.E.I.	78 0	21 0	8 5	76	E. H. Wright, Summerside, P.E.I.
73,081	Jubilee	Montreal	Barge—Chd	1875	St. Marcel, Que.	90 0	21 5	5 0	71	D. Chausse, Lanoraie, Que.
107,532	Jubilee	St. John, N.B.	Sloop	1887	Rothesay, N.B.	25 2	10 0	3 1	5	H. A. Allison, St. John, N.B.
100,352	Julia	Quebec	Schr—Glt	1891	Ste. Luce, Que.	59 0	18 0	6 6	43	François and Joseph Gamnont, J.O., Berthier, Que.
75,566	Julia A.	Charlottetown	"	1877	La Have, N.S.	41 0	14 0	5 6	15	A. P. Prowse, Murray Harbour South, P.E.I.
90,613	Julia Ann	Moncton	"	1886	Cocagne, N.B.	45 8	16 4	5 8	27	Simon Burk, Cocagne, N.B.

* Formerly "Eva S. Robinson."

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122,120	Julia F. C.	Sydney	Schr—Glt	1907	Ingonish, N.S.	40 0	12 5	6 8	12	Joseph F. Young, *et al.*, Ingonish, N.S.
116,363	Julia Larson	Goderich	"	1877	Sand Beach, Mich, U.S.A.	71 8	18 3	6 5	61	Jas. A. Low, Port Dover, Ont.
103,616	Julie	Quebec	Sloop	1894	Les Escoumains, Que.	63 0	19 3	5 5	53	Alfred Lavoie, Baie St. Paul, Que.
75,900	Julie Ann	Chatham, N.B.	Schr—Glt	1878	Richibucto, N.B.	35 8	13 2	4 4	9	Anthony Arseneau, Richibucto, N.B.
112,098	Julie Plante	Lunenburg	Scow—Chd	1902	Mahone Bay, N.S.	64 5	20 0	5 6	62	Mackenzie & Mann, Toronto, Ont.
107,663	Juliette	Quebec	Schr—Glt	1899	Bay St. Paul, Que.	63 0	20 6	7 8	62	Geo. Piuze, Mille Vaches, Que.
103,432	Julio	Ottawa	Barge—Chd	1894	Kippewa, Que	40 5	10 0	3 0	7	W. H. Hurdman, Ottawa, Ont.
100,210	July	Vancouver	Scow—Chd	1888	Vancouver, B.C.	75 0	22 0	6 1	95	Gordon T. Legg, Vancouver, B.C.
83,038	Jumbo	Ottawa	Barge—Chd	1883	Smith's Falls, Ont	106 0	22 6	7 2	159	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,439	Jumbo	"	"	1890	Buckingham, Que.	68 4	14 9	3 4	30	O. M. Harris, Montreal, Que.
85,713	Jumbo	Prescott	Scow—Chd	1880	Sorel, Que	136 0	20 0	6 0	150	Can. Pac. Car & Pass. Transfer Co. Ltd., Prescott, Ont.
100,207	June	Vancouver	"	1888	Vancouver, B.C.	72 0	21 0	6 0	79	Gordon T. Legg, Vancouver, B.C
122,183	Justina	Arichat	Schr—Glt	1907	River Bourgeois, N.S.	35 0	10 5	5 2	10	Isiah Boudrot, River Bourgeois, N.S.

111,988	K. L.	Vancouver	Scow—Chd	1899	Blaine, Wash., U.S.A.	44 0	12 0	4 0	16	The Fraser River Oil & Guano Co Ltd., Vancouver, B.C.
111,989	K. 2	"	"	1899	" "	44 0	12 0	4 0	16	" "
122,376	K H	Vancouver	"	1906	New Westminster, B.C.	66 9	26 0	6 7	107	George C McKeen, Vancouver, B.C.
117,151	K. W. No. 3	New Westminster	Barge—Chd	1905	New Westminster, B.C.	41 0	18 0	4 5	31	G. C. McKeen, Vancouver, B.C., and L. Wilson, New Westminster, B.C.
126,219	K. W. No. 10.	Vancouver	Scow—Chd	1908	Vancouver, B.C.	59 5	23 1	6 9	89	George C. McKeen and Leonard Wilson, Vancouver, B.C.
107,713	K. & G. No. 1	Vancouver	Barge—Chd	1890	Vancouver, B.C.	82 4	30 4	6 4	137	Wm. L. Nicol, Vancouver, B.C.
103,301	K. & S. No. 2.	New Westminster	"	1895	Kaslo, B.C.	75 8	26 0	6 0	101	The Kaslo & Slocan Ry. Co., New Westminster, B.C.
122,369	K. & W. No. 1.	Vancouver	Scow—Chd	1899	New Westminster, B.C.	55 0	19 2	5 1	50	Jordan River Lumber Co., Ltd., Victoria, B.C.
117,005	K. & W. No. 4	Vancouver	"	1901	New Westminster, B.C.	76 7	26 0	6 6	112	Leonard Wilson, New Westminster, B.C. and George C. McKeen, Vancouver, B.C.
103,458	K. McKenzie	Arichat	Schr—Glt	1898	L'Ardoise, N. S.	42 2	13 5	6 2	17	Wm. P. Brown, St. Peters, N.S.
92,676	Kalevala	Sydney, N.S	"	1888	River John, N.S.	82 2	24 0	9 4	100	John Pym, North Sydney, N.S.
107,672	Karen	Quebec	Sloop	1897	Yarmouth, N.S.	40 0	12 0	4 4	16	John Foreman, Montreal, Que.
107,970	Karmoe	Lunenburg	Schr—Glt	1900	Lunenburg, N.S.	95 6	24 6	9 4	97	Samuel Ritcey, jr., M.O., Ritcey's Cove, N.S.
116,509	Kasaga	"	"	1904	LaHave, N.S.	63 2	20 4	7 6	59	F.T. B. Young, M.O., Caraquet, N.B.
92,290	Katahdin	Owen Sound	"	1888	Owen Sound, Ont.	150 0	30 9	10 9	381	Spanish River Lumber Co., Spanish River, Ont.
	Kate	Montreal	Barge—Chd	1862	St. Francis, Que.	101 2	22 1	7 2	113	L. St. Denis, Lachine, Que.
64,239	Kate	Quebec	Schr—Glt	1871	Green Bay, Nfld	70 0	18 0	8 9	68	Richard Turner, Quebec, Que.
38,515	Kate B.	Arichat	"	1872	River Bourgeois, N.S.	54 9	18 0	7 6	35	John McMullin, Bridgeport, N.S.
59,369	Kate Clark	St. Andrews	"	1873	Trenton, Me., U.S.A.	60 3	21 5	7 1	54	Thomas E. Sherwood, New York, U.S.A.
80,071	Kate F. Troop	St. John, N.B	Bk—Bq	1881	Tynemouth, G.B.	187 0	37 5	22 1	1097	The Atlantic Shipping Co., Ltd., Port Maitland, N.S.
94,849	Kate Grant	Windsor, Ont.	Schr—Glt	1880	Conneaut, U.S.A.	60 4	17 8	4 0	47	Denis Parent, Tecumseh, Ont.
126,012	Katherine V. Mills	Annapolis Royal	"	1908	Granville Ferry, N.S.	118 0	29 8	10 2	216	Albert D. Mills, M. O., Annapolis Royal, N.S.
112,169	Kathleen	Chatham, N.B.	"	1903	Shippigan, N.B.	38 0	12 9	5 9	15	Wm. Fruing & Co., Ltd., Jersey.
107,543	Kathleen	St. John, N.B.	"	1891	Rothesay, N.B.	23 2	9 0	3 6		Albert McArthur, St. John, N.B.

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126,136	Kathleen W.....	Halifax.....	Schr—Glt	1908	Dartmouth, N.S.	47 0	14 3	7 0	22	Robert J. Slaunwhite, Terence Bay, N.S.
94,670	Katie A. Burns. ..	Charlottetown..	"	1889	St. Mary's, N.S.....	53 5	17 0	6 8	36	John Agnew, Alberton, P.E.I.
103,469	Katie B.....	Arichat.....	"	1900	River Bourgeois, N.S...	41 5	13 9	5 9	16	John Burke, River Bourgeois, N.S.
83,105	Katie Bell.... ...	Richibucto.....	"	1888	Richibucto, N.B.....	32 9	11 6	4 9	11	John L. Murphy, Campbellton, N.B.
66,259	Katie E. Stuart....	Halifax.....	"	1871	West Cape, P.E.I.. ...	63 4	20 2	7 6	54	Isaac Gagné, Anchor Point, Nfld.
97,074	Katie E. Wall.	Charlottetown.....	" . . .	1892	Princetown Royalty, P.E.I.	43 9	14 7	6 3	23	Peter McNutt, Malpeque, P.E.I.
75,911	Katie Eccles..	Napanee.....	"	1877	Deseronto, Ont.....	95 0	24 0	8 0	122	C. J. McCallum, Port Colborne, Ont.
125,998	Katie H.....	Quebec.	Barge—Chd	1908	Quebec. Que.....	154 0	30 2	9 7	370	The Quebec Transportation & Forwarding Co., Ltd., Quebec, Que.
111,795	Katie J.....	Port Hawkesbury...	Schr—Glt	1905	West Arichat, N.S.....	39 9	12 6	4 5	11	J. McNeil, Port Hawkesbury, N.S.
100,216	Katie M.....	Halifax....	"	1890	Little Harbour, N.S	35 6	13 3	4 8	11	T. Brophy, Prospect, N.S.
122,131	Katie M....	Yarmouth.....	Sloop.....	1906	Port La Tour, N.S	30 0	10 6	6 0	10	Clifford Reynolds, Port La Tour, N.S.
96,936	Katie & Ella..	Charlottetown.....	"	1880	Five Mile River, Conn., U.S.A.	47 5	15 8	4 8	20	Chas. Trenholm, Baie Verte, N.B.
77,957	Kedron.....	Annapolis Royal....	Schr—Glt	1880	Granville, N.S	45 9	16 1	6 3	22	Ansell Snow, Digby, N.S.
122,562	Keene.....	Peterborough.....	Barge—Chd ...	1907	Birdsalls, Ont.....	80 0	18 0	4 0	48	Francis Burnet and James D. Simpson, Birdsalls, Ont.

80,573	Keepsake	Windsor, Ont.	Schr—Glt	1880	River Puce, Ont.	72 6	19 9	3 7	45	Horace Fleury, Belle River, Ont.
94,934	Keewatin	Port Hope	"	1888	Lakeport, Ont	120 0	25 0	10 0	199	A. Campbell, Lakeport, Ont.
107,077	Kelpie	St. John, N.B	Sloop	1883	Yarmouth, N.S.	24 1	10 0	2 3	5	R. C. B. Kaye, St. John, N.B.
127,798	Kenneth S	Yarmouth	"	1904	Clarke's Harbour, N.S	31 0	10 6	6 0	10	B. C. Smith and M. F. Atkinson, Yarmouth, N.S.
122,290	Kenwood	Shelburne	Schr—Glt	1908	Shelburne, N.S.	91 0	21 5	9 6	81	Irvine A. Lovitt, Yarmouth, N.S.
107,981	Kestrel	Shelburne	"	1900	Shelburne, N.S.	89 0	25 0	9 6	99	Geo. A. Cox, Shelburne, N.S.
92,548	Kildonan	Montreal	"	1888	Kingston, Ont	174 1	33 0	11 1	499	Montreal Transportation Co., Ltd., Montreal, Que.
107,778	Kimberley	Chatham, N.B	Barge—Chd	1900	Chatham, N.B.	115 3	24 5	6 1	148	J. B. Snowball Co., Ltd., Chatham, N.B.
111,404	Kimberley	Lunenburg	Schr—Glt	1900	Mahone Bay, N.S.	91 8	24 5	9 5	92	Charles U. Mader, *et al.*, Mahone Bay, N.S.
92,507	Kineties	St. Andrews	Sloop	1884	Back Bay, N.B.	29 6	11 2	6 0	10	Frank Pendleton, West Isles, N.B.
111,466	King Edward	Chatham, N.B	Schr—Glt	1901	Caraquet, N.B.	38 5	13 0	5 3	14	The C. Robin Collas Co., Ltd., Halifax, N.S.
122,482	King Edward	Quebec	Dredge—Drague	1903	Montreal, Que	106 8	36 5	7 0	330	William J. Poupore, Montreal, Que.
103,949	King Fisher	Chatham, N.B	Schr—Glt	1899	Shippigan, N.B.	38 0	12 7	5 0	13	Wm. Fruing & Co., Ltd., Jersey.
116,408	King George	Victoria	"	1903	Massett, B.C.	45 0	12 5	4 8	16	Thos. Natkouan, Massett, B.C.
125,965	King Josiah	Parrsboro	"	1908	Port Grenville, N.S	98 1	28 7	8 9	147	Josiah Soley, *et al.*, Lower Economy, N.S.
88,516	Kingfisher	Sydney	"	1881	Ingonish, N.S.	33 9	13 2	5 1	10	S. Vrixen, North Sydney, N.S.
88,581	Kingfisher	Yarmouth	"	1884	Eel Brook, N.S.	59 8	19 1	7 3	47	Mrs. Mary Jane Daley, Commercial Cross, Lot 59, P.E.I.
	Kinghorn	Montreal	Barge—Chd	1871	Montreal, Que	131 0	24 8	9 1	303	Montreal Transportation Co., Ltd., Montreal, Que.
94,740	Kings County	Windsor, N.S.	Ship—3 m.	1890	Kingsport, N.S.	255 0	45 5	25 7	2061	The Ship Kings County Co., Ltd., Wolfville, N.S.
103,958	Kingston	Montreal	Barge—Chd	1898	Kingston, Ont	181 0	35 0	12 0	578	Montreal Transportation Co., Ltd., Montreal, Que.
116,869	Kippewa	Ottawa	"	1903	Turtle Portage, Que.	83 0	16 4	1 3	57	Patrick Kelly, Turtle Portage, Que.
107,626	Kirtle	New Westminster	Barge—Chd	1898	Vancouver, B.C.	50 0	14 6	4 0	23	The Anglo-British Columbia Packing Co,, Ltd., Vancouver, B.C.
100,981	Kite	Chatham, N.B.	Schr—Glt	1888	Caraquet, N.B.	36 0	12 1	5 1	11	The C. Robin Collas Co., Ltd., Halifax, N.S.
103,288	Kite	"	"	1895	Shippigan, N.B.	34 7	12 0	4 8	10	Patrick Lenteigne, Caraquet, N.B.
116,419	Klondike	Vietoria	Barge—Chd	1904	Whitehorse, Y.T.	100 0	31 5	6 0	178	The British Yukon Navigation Co., Ltd., Vancouver, B.C.

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107,774	Klondyke	Chatham, N.B.	Schr—Glt	1900	Caraquet N.B	37 6	13 0	5 5	14	The C. Robin Collas Co., Ltd., Halifax, N.S.
103,960	Klondyke	Quebec	Barge—Chd	1898	Pierreville, Que.	125 9	27 2	10 8	275	The Quebec Transportation & Forwarding Co., Ltd., Quebec, Que.
103,732	Klondyke	Parrsboro'	Schr—Glt	1897	Port Greville, N.S.	74 8	24 6	7 7	78	E. Willigan, Parrsboro', N.S.
74,015	Kohinoor	Charlottetown	"	1876	Lunenburg, N.S	77 5	23 4	8 9	77	P. Clarkin, Charlottetown, P.E.I.
103,283	Koh-i-noor	Chatham, N.B.	"	1895	Caraquet, N.B.	37 0	12 8	5 2	13	P. Rive, Caraquet, N.B.
90,642	Komaroff	Yarmouth	"	1883	Shelburne, N.S.	33 5	12 7	4 7	10	John Brow, Harbour au Bouche, N.S.
112,271	Koorali	Montreal	Sloop	1898	Dorval, Que.	34 3	8 9	1 7	$\frac{45}{100}$	S. Arnold Finly, Montreal, Que.
112,331	Kulota	Collingwood	"	1904	Collingwood, Ont.	26 0	7 5	3 7	3	Howard Turnbull and Kenneth Turnbull, J.O., Montreal, Que.
121,889	Kuroki	Yarmouth	"	1905	Barrington, N.S.	30 0	11 4	6 0	10	Judah A. Newell, M.O., Cape Island N.S.
126,163	†L.C. & S., No. 1	Montreal	Scow—Chd	1906	Cornwall, Ont.	57 0	16 0	3 5	53	Lyon Cohen, Montreal, Que.
126,303	†L.C. & S., No. 2	"	"	1908	Hawkesbury, Ont.	55 4	14 6	3 7	22	" "
126,304	†L.C. & S., No. 3	"	"	1908	Cornwall, Ont.	79 0	20 0	5 4	91	" "

126,305	†L.C. & S., No. 4	Montreal	Barge—Chd	1904	Lachine, Que.	65 7	14 0	3 5	26	Lyon Cohen, Montreal, Que.	
126,306	†L.C. & S., No. 5	"	"	1904	Cornwall, Ont.	45 6	13 7	2 6	20	"	"
126,307	†L.C. & S., No. 6	"	"	1905	"	60 1	16 3	4 5	35	"	"
126,308	†L.C. & S., No. 8	"	Scow—Chd	1907	"	79 7	24 6	8 0	120	"	"
126,309	†L.C. & S., No. 9	"	"	1907	"	82 3	24 6	7 7	127	"	"
126,310	†L.C. & S., No. 10	"	"	1906	"	78 3	21 6	8 0	106	"	"
126,311	†L.C. & S., No. 11	"	"	1906	"	70 9	20 9	7 4	86	"	"
126,312	†L.C. & S., No. 12	"	"	1907	"	55 2	17 6	5 8	43	"	"
126,313	†L.C. & S., No. 13	"	"	1906	"	70 6	20 2	7 2	84	"	"
126,314	†L.C. & S., No. 14	"	"	1905	"	61 5	16 5	5 0	39	"	"
126,315	†L.C. & S., No. 15	"	"	1906	"	55 3	17 6	4 8	39	"	"
126,316	†L.C. & S., No. 16	"	"	1906	"	63 9	18 8	6 1	55	"	"
126,317	†L.C. & S., No. 17	"	"	1906	"	66 6	17 3	6 0	55	"	"
126,318	†L.C. & S., No. 18	"	"	1906	"	61 0	16 8	5 6	43	"	"
*74,254	L. P.	Quebec	Sloop	1876 1903	St. Thomas de Pierreville, Que. St. Jean Deschaillons, Q.	101 9	23 0	6 3	98	Lubien Peruse, Deschaillon, Que.	
78,033	L. C. Larned	Chatham, Ont	Schr—Glt	1875	Port Huron, Mich., U.S.A.	72 0	19 0	5 3	43	D. W. Crow, Chatham, Ont.	
94,661	L. C. Tough	Shelburne	"	1888	Mahone Bay, N.S.	33 9	12 2	5 4	12	A. Swaine, Black Point, N.S.	
85,685	L. M. Ellis	Digby	"	1883	Digby, N.S.	55 0	18 4	5 8	35	George Lent, *et al.*, Freeport, N.S.	
122,230	L. N. Scott	Montreal	Barge—Chd	1903	Three Rivers, Que	78 0	16 0	4 7	42	The Charlemagne & Lac Ouareau Lumber Co., Ltd., Montreal, Que.	
122,410	L. T. Demarais	Montreal	Sloop	1907	St. Francois du Lac, Que	110 0	23 2	7 0	135	Louis T. Demarais, St. Francois du Lac, Que.	
77,267	L. Edna	St. John, N.B.	Schr—Glt	1876	St. Martin's, N.B.	74 0	24 7	6 5	68	Joshua Prescott, St. Martin's, N.B.	
74,226	L'Ami du Peuple	Montreal	Sloop	1874	St. Marcel, Que.	86 6	22 0	6 1	78	Ignace Caron, jr., St. Aimé, Que.	
103,623	L'Ange	Quebec	"	1895	Isle Verte, Que.	30 6	11 9	4 6	10	L. Michaud, Isle Verte, Que.	
92,763	L'Audacieuse	Quebec	Schr—Glt	1889	Chicoutimi, Que	55 8	20 0	7 5	48	Louis Leclerc, Kamouraska, Que.	
80,655	L'Auréat.	"	"	1879	Cap Santé, Que.	57 6	5 2	6 4	39	Malcolm Hovington, Bon Désir, Que.	

*Formerly "Indianna." † Vessels show date of re-build only.

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77,595	L'Aurore	Montreal	Barge—Chd	1878	St. Aimé, Que	87 5	15 7	6 4	73	Edmond Comptois, Sorel, Que.
126,160	L'Aurore Boreale	Montreal	Schr—Glt	1908	St. Jean des Chaillons, Que.	107 0	23 1	6 9	127	Jean B. A. Houde, St. Jean des Chaillons, Que.
103,138	L'Epervier	Quebec	Sloop	1894	Baie St. Paul, Que	37 2	13 8	5 2	15	Georges Brochu, Cap St. Ignace, Que.
83,347	L'Espérance enMarie	"	Schr—Glt	1881	Petite Rivière, Que	56 4	19 5	7 2	44	Aimé Guérin, St. Siméon, Que.
107,773	L'Etoile	Chatham, N.B	"	1900	Caraquet, N.B	37 0	13 8	5 6	15	Prudent Gallien, Caraquet, N.B.
90,887	L'Etoile	Port Hawkesbury	Sloop	1888	Tusket Wedge, N.S.	60 6	19 2	6 9	48	Edward J. Walker, Canso, N.S.
103,980	L'Etoile de la Mer	Quebec	Schr—Glt	1897	Baie St. Paul, Que	48 6	16 8	6 4	29	Emile Dumont, Tadousac, Que.
107,493	L'Etoile de la Mer	"	Sloop	1897	St. Siméon, Que	35 2	11 4	4 5	11	F. Savard, St. Siméon, Que.
122,481	L'Etoile de Mer	"	Schr—Glt	1907	Ance St. Jean, Que	78 4	21 3	7 6	82	Jos. Boudreault, Ance St Jean, Que.
80,673	L'Exportation	Montreal	Barge—Chd	1881	St. Aimé, Que	95 6	20 4	6 5	108	Ignace Caron, St. Aimé, Que.
100,171	L'Imperial	"	"	1891	Pierreville Que.	140 0	27 7	11 5	338	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
116,705	L'Infatiguable	Quebec	Schr—Glt	1904	Les Escoumains, Que	61 8	20 6	6 0	43	Jean Bouliane, Les Escoumains, Que.
77,870	L'Islet	"	Sloop	1878	L'Islet, Que	49 0	16 7	4 7	23	Dolphin Langlois, Isle aux Grues, Que.
92,558	L'Union	Montreal	Barge—Chd	1888	Yamaska, Que	132 0	26 9	11 0	304	A. Lomer, Montreal, Que.

111,490	La Bellay	Quebec	Schr—Glt	1900	St. Siméon, Que	69 2	23 0	8 0	80	Eloi Bellay, Matane, Que.
126,154	La Berard	Montreal	Scow—Chd	1907	Sorel, Que	103 7	22 6	14 5	233	Joseph Berard, Montreal, Que.
103,625	La Biénvenue	Quebec	Schr—Glt	1896	Baie St. Paul, Que	53 4	18 2	7 2	38	Joseph Belanger, Trois Pistoles, Que.
103,355	La Clerina	"	"	1894	Green Island, Que	42 2	13 6	5 8	20	N. Levesque, Green Island, Que.
96,838	La France	Lunenburg	"	1890	Lunenburg, N.S	76 4	22 2	8 5	89	S. R. Balcom, Bay of Islands, Nfld.
72,939	La Galiotte	Quebec	"	1875	Malbaie, Que	40 8	15 0	6 6	18	A. Riverin, jr., St. Etienne de la Malbaie, Que.
75,700	La Jeune Perdrix	"	"	1878	St. Jean, Island of Orleans Que.	39 5	13 0	5 6	18	Theodore Clouthier, Moisie, Que.
112,045	La Marie Reine	Quebec	"	1902	Rivière Claude, Que	88 2	26 2	10 0	99	Arthur Boucher, Ste. Luce, Que.
80,755	La Marina	"	"	1878	Betchouan, Que	43 3	15 5	6 0	18	Dominique Lapierre, Isle Verte, Que.
100,855	La Marinière	"	"	1893	Rivière Claude, Que	67 2	21 6	8 0	76	Revillon Bros., Ltd., Montreal, Que.
74,355	La Mode	Pictou, N.S.	"	1877	Merigomish, N.S	48 7	15 1	6 2	26	John Forrestall, Auld's Cove, N. S.
75,696	La Mouette	Quebec	"	1877	Quebec, Que	73 5	20 8	8 5	65	W. S. Kennedy, Agwamus River, Labrador, Que.
71,624	La Providence	Montreal	Barge—Chd	1875	Yamaska, Que	100 3	22 1	6 2	94	J. B. Allard, jr., Sorel, Que.
107,510	La Punaise	Quebec	Sloop	1898	St. Siméon, Que	31 4	12 0	4 0	10	F. X. Morin, St. Siméon, Que.
100,329	La Rose	Yarmouth	Schr—Glt	1894	Eel Brook, N.S	38 0	13 2	4 4	13	M. N. Amiro, Eel Brook, N.S.
77,597	Lac St. Pierre	Montreal	Sloop	1879	St. Thomas de Pierreville, Que.	91 0	22 7	6 4	89	Agapit Daneau, St. Thomas, Que.
80,651	Lac Superior	"	"	1879	" "	98 0	22 8	6 9	105	A. Pagé, Berthier, Que.
92,291	Lackawanna	Ottawa	Barge—Chd	1884	Champlain, Que	106 0	22 7	7 0	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
77,766	Laconic	St. Andrews	Schr—Glt	1880	McNutt's Island, N.S	29 5	14 3	5 8	15	Charles Judge, St. Andrews, N.B.
107,901	Lady Aberdeen	"	Sloop	1895	Quaco, N.B.	32 6	14 7	6 0	18	Alva B. Small, Grand Manan, N.B.
121,937	Lady Betty	Halif	"	1901	New Bedford, Mass., U.S.A.	28 8	7 7	4 5	5	Sidney C. Oland, Dartmouth, N.S.
103,856	LadyBird	"	"	1897	Dartmouth, N.S	23 6	6 6	4 0	2	Lt.-Col. A. W. A. Duncan, Naughton, Eng.
103,059	Lady Bourque	Yarmouth	Schr—Glt	1886	Tusket, N.S.	38 5	13 2	4 0	11	M. Bourque, Tusket, N.S.
72,072	Lady Fougère	Arichat	"	1883	River Bourgeois, N.S	40 7	13 7	5 4	15	Docité Fougère, River Bourgeois, N.S.
75,889	Lady Franklin	Charlottetown	"	1881	Tatamagouche, N.S	72 4	21 8	8 0	77	Geo. Jester, North Sydney, N.S.

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71,924	Lady Hill	Pictou, N.S.	Schr—Glt	1875	Exploits Bay, Nfld	67 8	19 9	8 5	64	A. M. Banks, Halifax, N.S.
111,480	Lady Laurier	Arichat	"	1901	Petite de Grat, N.S.	32 6	11 0	5 3	12	S. A. Boudrot, Petite de Grat, N.S.
107,183	Lady May	Charlottetown	"	1898	Belle River, P.E.I.	46 6	14 6	5 0	21	F. J. G. McDougall, Belle River, P.E.I.
96,784	Lady May	Halifax	"	1890	Chezetcook, N.S.	45 3	16 6	6 4	25	Prosper A. Garcia, Rose Blanche, Nfld.
107,765	Lady Napier	Charlottetown	Bgtn—Bkglt.	1902	Georgetown, P.E.I.	113 8	27 0	11 7	210	John C. Crosbie, St. John's, Nfld.
111,581	Lady Smith	Peterborough.	Barge—Chd	1900	Lakefield, Ont.	86 0	20 0	5 2	76	Wm. H. White, Lakefield, Ont.
111,461	Ladysmith	Chatham, N.B.	Schr—Glt	1900	Shippigan, N.B.	37 6	13 6	6 1	17	H. Chiasson, Little Lameque, N.B.
112,324	Ladysmith	Parrsboro'.	Bktn—Bkglt.	1902	Lower Economy, N.S.	176 2	35 9	17 8	698	Hugh Gillespie, M.O., Parrsboro', N.S.
107,809	Ladysmith	St. John, N.B	Schr—Glt	1900	Cambridge, N.B	51 7	20 2	5 3	30	Arch. Fanjoy, Cambridge, N.B.
73,089	Lafrenière et St. Onge	Montreal.	Sloop.	1874	Yamaska, Que	103 2	22 5	8 0	131	James Williamson, Grenville, Que.
96,881	Lake St. Louis, No. 1	Ottawa.	Floating Light.	...	...	58 2	16 8	7 8	63	The Minister of Marine and Fisheries Ottawa, Ont.
96,882	Lake St. Louis, No. 2	"	"	....	...	58 2	16 8	7 9	64	" " "
96,883	Lake St. Louis, No. 3	"	"	....	...	58 2	16 8	7 6	66	" " "
96,884	Lake St. Peter, No. 1	"	"	...	...	56 4	15 6	7 2	46	" " "

96,885	Lake St. Peter, No. 2	Ottawa	Floating Light			56 4	15 6	7 2	46	The Minister of Marine and Fisheries Ottawa, Ont.
96,886	Lake St. Peter, No. 3	"	"			56 4	15 6	7 2	46	" " "
107,336	Lakeside	Yarmouth	Bktn—Bkglt	1909	Grangemouth, G.B.	181 6	35 1	14 4	726	The Lakeside Shipping Co., Ltd., Yarmouth, N.S.
121,929	Lala	Quebec	Schr—Glt	1904	Ste. Anne des Monts, Que.	67 2	21 0	5 5	45	The James Richardson Co. Ltd., Matane, Que.
74,233	Laliberté	"	Sloop	1875	St. Jean des Chaillons, Que.	110 0	24 0	8 0	135	N. Heroux and D. Lefebvre, Deschambault, Que.
71,603	Lancaster	Montreal	Barge—Chd	1873	Lancaster, Que.	125 1	22 8	9 5	220	Pierre Paul, Sorel, Que.
126,101	Lantana	Lunenburg	Schr—Glt	1908	Martin's Brook, N.S.	46 5	12 5	6 7	17	David Langille, M.O., Martin's Brook, N.S.
96,918	Lapwing	Montreal	Barge—Chd	1892	Garden Island, Ont.	175 7	31 2	12 1	516	Montreal Transportation Co., Ltd., Montreal, Que.
90,438	Lark	Barrington	Sloop	1892	Barrington, N.S.	33 7	12 2	6 3	13	Samuel Atwood, Barrington, N.S.
103,003	Lark	Chatham, N.B.	Schr—Glt	1892	Shippigan, N.B.	34 0	12 3	4 5	10	Thomas Ahier, Shippigan, N.B.
117,092	Lass of Gowrie	Arichat	"	1905	Cape George, N.S.	39 0	12 0	5 7	14	J. Pettipas, Arichat, N.S.
103,232	Lassie	Montreal	Sloop	1894	Roslyn, U.S.A.	20 4	6 2	1 1	1	H. M. Molson, Montreal, Que.
111,635	Latooka	Lunenburg	Schr—Glt	1901	La Have, N.S.	91 3	24 3	9 3	99	Rufus Conrad, *et al.*, La Have, N.S.
61,837	Laughing Waters	Yarmouth	"	1871	Port Mouton, N.S.	51 7	18 6	6 8	32	J. Goodwin, jr., Argyle, N.S.
107,290	Laura	Liverpool	"	1901	Liverpool, N.S.	129 6	31 0	12 4	299	John Harlow, *et al.*, Milton, N.S.
103,333	Laura	Montreal	Barge—Chd	1895	Yamaska, Que.	141 7	29 4	11 2	339	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
103,312	Laura	Port Hawkesbury	Schr—Glt	1895	Cheticamp, N.S.	42 5	13 4	4 9	13	John Doucette, Cheticamp, N.S.
103,316	Laura	"	"	1894	Cheticamp, N.S.	33 8	10 9	5 1	10	The C. Robin Collas Co., Ltd., Halifax, N.S.
107,501	Laura	Quebec	Sloop	1897	Tadousac, Que.	37 2	13 8	4 9	16	B. Caron, Tadousac, Que.
107,662	Laura	"	Schr—Glt	1898	Rimouski, Que.	28 0	10 5	4 2	8	The Minister of Lands, Mines & Fisheries for Prov. Quebec, Quebec, Que.
96,956	Laura	St. John, N.B.	"	1890	Chipman, N.B.	59 0	23 0	5 0	40	Alex. Gale, Waterborough, N.B.
80,980	Laura B	Sydney	"	1883	St. Ann's, N.S.	74 2	23 6	8 7	90	Hugh Campbell, South Whycocomagh, N.S.
117,136	Laura B.	Yarmouth	Sloop	1905	Cape Island, N.S.	34 0	12 0	5 6	10	C. D. Atkinson, Cape Island, N.S.
111,908	Laura B. G.	Arichat	Schr—Glt	1898	Country Harbour, N.S.	31 0	11 6	4 6	10	John S. Wells, White Head, N.S.
112,096	Laura C.	Lunenburg	"	1902	La Have, N.S.	122 6	30 5	11 0	249	John M. Gibson, *et al.*, La Have, N.S.

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103,738	Laura C. Hall	Parrsboro'	Schr—Glt	1898	Parrsboro', N.S.	81 0	25 6	8 1	100	J. H. Rockwell, *et al.*, River Hebert, N.S.
94,788	Laura C. Zwicker	Lunenburg	"	1889	Mahone Bay, N.S	71 3	23 5	9 2	85	J. Arsenault, Little Bras d'Or and C. A. Ozen, North Sydney, N.S. J. O.
61,615	Laura Cox	Guysboro'	"	1875	Country Harbour, N.S.	58 7	20 4	7 1	49	John Murrphy, Louisburg, N.S.
88,565	Laura D	Kingston	Sloop	1884	Kingston, Ont	64 6	16 7	5 0	36	Arthur Sudds, Simcoe Island, Ont.
117,140	Laura E	Yarmouth	"	1905	Cape Island, N.S.	31 0	11 0	6 0	10	O. T. Reynolds, Port Latour, N.S.
101,246	Laura E. Franklin	Halifax	Schr—Glt	1892	St. George's Bay, Nfld.	54 5	20 0	7 9	46	James Irwin, Wine Harbour, N.S.
96,797	Laura Pheobe	"	"	1890	Musquodoboit, N.S.	41 5	14 6	6 0	12	John Kent, Musquodoboit, N.S.
88,455	Laura Victoria	Arichat	"	1888	St. Peter's, N.S.	58 4	17 7	7 1	39	John J. Hemphill, Georgetown, P.E.I.
121,925	Laure Hortense	Quebec	"	1906	St. Fidele, Que	66 6	19 0	6 5	50	Wilbrod Bhereur, St. Fidele, Que.
116,203	Laurel	Halifax	"	1903	Pubnico, N.S.	40 0	14 0	6 6	16	George Pelham, Herring Cove, N.S.
100,451	Laurentides	Quebec	"	1890	Quebec, Que	65 0	21 6	6 0	55	François Bouchard, Quebec, Que.
116,513	Laurie H	Lunenburg	"	1904	Tancook Island, N.S.	42 8	12 0	7 0	16	Alonzo Feltmate, Canso, N.S.
116,204	Laurie J	Yarmouth	"	1903	Meteghan, N.S.	69 0	21 5	8 0	65	Julien D'Entremont, Pubnico, N.S.
103,035	Laval	Ottawa	Dredge—Drague	1893	Ottawa, Ont	152 6	31 0	12 6	296	The Minister of Public Works, Ottawa, Ont.

111,838	Lavina D.	Digby	Schr—Glt	1902	Mavillette, N.S.	41	0	12	7	6	0	21	Jas. Doucette, Mavillette, N.S.
103,702	Lavinie	Yarmouth	"	1896	Pinkney's Point, N.S.	61	0	21	5	7	4	56	D. Surette, Yarmouth, N.S.
94,780	Lawrence	Lunenburg	"	1888	Lunenburg, N.S.	76	4	23	5	9	2	79	Andrew Grant, Port Elgin, Ont.
103,619	Le Canadien	Quebec	Sloop	1895	Tadousac, Que.	54	0	16	8	5	8	31	Xavier Gagne, Tadousac, Que.
107,509	Le Célina	"	"	1898	St. Siméon, Que.	33	9	11	8	4	5	10	Auguste Desbiens, St. Siméon, Que.
111,659	Le Maria	Montreal	"	1901	St. Thomas de Pierreville, Que.	99	6	23	0	6	6	117	Edmond Sauvageau, Champlain, Que.
100,456	Le Marquis de Lorne	Quebec	"	1880	Tadousac, Que.	38	0	14	6	4	9	17	A. Talbot, Cap St. Ignace, Que.
85,452	Le Petrel	"	"	1882	Quebec, Que.	42	5	16	0	4	0	18	Simon Peters, Quebec, Que.
103,360	Le Point du Jour	"	Barge—Chd	1895	St. Thomas de Pierreville, Que.	102	6	22	6	6	6	123	Pierre Paul, St. Joseph de Sorel, Que.
126,156	Le Voilier	Montreal	Sloop	1908	St. Jean des Chaillons, Que.	97	2	22	5	7	4	94	Fidele Laliberte, St. Jean des Chaillons, Que.
107,535	Leader	St. John, N.B.	Schr—Glt	1898	Canning, N.B.	63	8	23	4	6	2	55	A. McM. Thurrott, Canning, N.B.
94,947	Leader	Shelburne	"	1889	Shelburne, N.S.	88	0	24	0	10	6	128	George A. Cox, Shelburne, N.S.
37,551	Leading Star	Halifax	"	1854	Lunenburg, N.S.	56	3	17	8	7	4	39	Frank Mitchell, Chester, N.S.
100,077	Leah D.	St. John, N.B.	"	1891	Waterborough, N.B.	64	9	23	6	5	5	48	Frank L. Farris, and A. L. Harris, Waterborough, N.B.
107,374	Leah Hardy	Sydney	"	1901	Gabarouse, N.S.	45	1	14	5	6	0	20	Peter Landry, St. Peters, N.S.
74,206	Leda	Montreal	Barge—Chd	1873	Sorel, Que.	101	6	21	0	7	2	122	F. X. Croteau, Leclercville, Que.
92,769	Leda	Quebec	"	1890	Yamaska, Que.	105	0	22	1	8	2	148	Thomas Gauthier, Montreal, Que.
73,022	Lédée Adèle	Charlotteown	"	1877	Pointe Basse, Que.	65	3	20	7	7	6	50	Thomas Kickhan, Souris West, P.E.I.
100,296	Leigh J.	Chatham, N.B.	"	1892	Chatham, N.B.	52	0	17	3	6	8	34	W. S. Loggie & Co., Ltd., Chatham, N.B.
96,763	Lelia Linwood	Arichat	"	1870	Salisbury, Mass., U.S.A.	75	5	21	5	7	9	67	Daniel Jackson, North Sydney, N.S.
100,320	Lena	Barrington	"	1892	Pubnico, N.S.	40	0	13	2	5	5	13	Lovitt Nickerson, Cape Island, N.S.
100,343	Lena	Maitland	Schr—Glt	1901	Noel, N.S.	62	2	20	5	7	2	51	E. A. O'Brien, Noel, N.S.
124,887	Lena	Yarmouth	Sloop	1906	Clyde, N.S.	30	0	11	0	6	0	11	Avert D. Smith, Yarmouth, N.S.
90,840	Lena A.	Port Medway	Schr—Glt	1899	Liverpool, N.S.	32	0	10	0	5	2	11	C. A. Bowlby, Port Medway, N.S.
107,126	Lena F. Oxner	Quebec	"	1899	Lunenburg, N.S.	88	0	24	0	9	6	99	Richard Turner, Quebec, Que.

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111,905	Lena Jane	Arichat	Schr—Glt	1901	Petite de Grat, N.S.	31 0	10 6	5 6	11	Dominic Boudrot, Petite de Grat, N.S.
116,732	Lena M	Canso	"	1904	Port Hilford, N.S.	48 6	16 8	7 4	28	Clarence S. Strople, Boylston, N.S.
100,876	Lena Maud	St. John, N.B.	"	1893	Whitehead, N.B.	78 4	27 2	7 0	98	Wm. Anthony, Maitland, N.S.
100,951	Leo	Chatham, N.B.	"	1893	Caraquet, N. B.	37 5	12 4	5 2	15	W. S. Loggie & Co., Ltd., Chatham, N.B.
100,075	Leo	St. John, N.B.	"	1891	Waterborough, N.B	80 2	26 5	6 9	93	E. M. Durant, *et al.*, Parrsboro', N.S.
61,906	Leona	Liverpool	"	1870	Liverpool, N.S.	52 0	16 5	6 1	26	A. Harrington, Liverpool, N.S.
94,874	Leona	Montreal	Sloop	1888	Pierreville, Que.	107 6	22 8	7 3	145	A. Martineau, Yamaska, Que.
*122,595	Leonice	St. Andrews	Schr—Glt	1856	Gloucester, Mass., U.S.A	56 0	17 3	6 2	27	Herbert G. Snell, St. Croix, N.B.
83,341	Léonille	Quebec	"	1881	Mille Vaches, Que.	38 0	13 1	4 6	13	Edmond Tremblay, Ste. Anne de Portneuf, Que.
100,177	Leopold	Montreal	Sloop	1891	St. François, Que.	107 5	22 2	7 3	144	P. Desmarais, Notre Dame de Pierreville, Que.
96,827	Leopold	Quebec	Schr—Glt	1889	Lunenburg, N.S.	79 6	24 0	9 3	93	Henri Carré, M.O., Port au Persil, Que.
100,459	Les Ecureuils	Quebec	"	1892	Les Ecureuils, Que.	65 2	18 6	6 9	57	Joseph Lajoie, St. Fulgence, Que.
59,388	Letitia	St. Andrews	"	1877	Deer Island, N.B.	30 9	13 5	5 6	10	Thomas Anderson and Patrick Keane, St. John, N.B.
83,474	Letter B	"	"	1875	Brier Island, N.B.	29 0	12 1	5 6	12	Mrs. Sophia Cook, St. George, N.B.

* Foreign name, "Quick Step."

122,059	Letty Jane	Chatham, N.B.	Schr—Glt	1907	Miscou Island, N.B.	37 0	13 6	12 0	15	William Fruing & Co., Ltd., Shippigan Island, N.B.
85,362	Levi Crannell	Ottawa	Barge—Chd	1884	Hull, Que.	111 0	22 8	7 2	157	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
88,670	Levinia	Chatham, N.B.	Schr—Glt	1886	Tignish, P.E.I.	40 0	13 9	5 2	18	Wm. Deagle and A. M. Crosby, Miminegash, P.E.I.
100,519	Levuka	Parrsboro'	"	1893	Port Greville, N,S	69 0	24 5	7 1	76	J. E. George, *et al.*, Parrsboro', N.S.
121,990	Lewes	Victoria	Barge—Chd	1907	White Horse, Y.T.	105 5	34 7	5 5	167	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
117,021	Lewis	Sydney	Schr—Glt	1904	Louisburg, N.S.	86 7	24 3	9 7	99	William W. Lewis, Louisburg, N.S.
107,324	Lewiston	Halifax	"	1900	Sheet Harbour, N.S.	60 5	20 5	8 0	59	George E. M. Lewis, Lewiston, N.S.
92,396	Lia	Kingston	Sloop	1888	Kingston, Ont.	53 0	16 4	4 3	21	James Eccles, Belleville, Ont.
94,639	Libbie	Victoria	Schr—Glt	1889	Shelburne, N.S.	81 0	21 9	9 2	93	Victoria Sealing Co., Ltd., Victoria, B.C.
77,848	Libbie T.	Halifax	"	1880	Economy, N.S.	65 0	19 7	8 0	68	Robert Lewis, Economy, N.S.
85,301	Liberal	Montreal	Sloop	1883	St. Ours, Que.	107 0	22 8	10 9	186	F. Marchesault, St. Ours, Que.
	Libérateur	"	Barge—Chd	1871	Yamaska, Que.	103 8	22 4	8 1	156	L. Delisle, Valleyfield, Que.
107,548	Lidie & Julia	St. John, N.B.	Sloop	1897	St. John, N.B.	34 1	12 3	4 0	8	George H. Foster, Grand Manan, N.B.
42,217	Life Boat	Charlottetown	Schr—Glt	1862	Port Medway, N.S.	63 5	20 0	7 6	48	D. Anderson, Charlottetown, P.E.I.
107,446	Lighthouse No. 1	Vancouver	Scow—Chd	1897	Vancouver, B.C	36 2	10 0	3 0	8	Federation Brand Canning Co., Ltd., Victoria, B.C.
107,447	Lighthouse No. 2	"	"	1896	"	30 0	12 0	2 5	7	" " "
107,714	Lighthouse No. 3	"	"	1898	"	36 0	14 0	3 7	14	" " "
42,684	Lightning	St. John, N.B	Schr—Glt	1862	St. John, N.B.	69 3	18 4	7 4	38	F. C. Lahey, *et al.*, St. John, N.B.
122,458	Lila A.	Yarmouth	Sloop	1906	Cape Island, N.S.	32 0	10 6	6 0	10	Hilbert H. Atkinson, Cape Island, N.S.
107,660	Lila D. Young	Lunenburg	Schr—Glt	1899	Lunenburg, N.S.	99 0	25 0	9 8	100	John B. Young, *et al.*, Lunenburg, N.S.
107,129	Lilla B. Hirtle	"	"	1899	Lunenburg, N.S.	99 0	25 0	9 8	99	Wm. Duff, *et al.*, Lunenburg, N.S.
112,152	Lillian	Chatham, N.B.	"	1902	Caraquet, N.B.	39 0	13 0	5 6	15	The C. Robin, Collas Co., Ltd., Halifax, N.S.
103,760	Lillian	Lunenburg	"	1898	LaHave, N.S.	80 2	22 2	9 2	84	D. Getson, *et al.*, LaHave, N.S.
80,954	Lillian	Picton, Ont.	"	1859	Henderson, N.Y., U.S.A.	55 0	11 6	4 8	20	Geo. Blowers, Port Credit, Ont.
111,878	Lillian Blauvelt	Yarmouth	"	1902	Meteghan River, N.S.	106 0	28 0	10 1	195	J. B. Blauvelt, Tusket, N.S.

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88,273	Lillian E.	St. Andrews	Schr—Glt	1884	St. George, N.B	31 2	11 8	5 9	13	David McClelland, St. John, N.B.
111,901	Lillian Louise	Arichat	"	1901	Guysboro', N.S.	33 0	10 9	5 6	12	Chas. P. Boudrot, Petite de Grat, N.S.
100,338	Lillie.	Maitland	"	1894	Maitland, N.S	130 9	31 5	11 7	311	Albert M. Miller, Tignish, P.E.I.
103,315	Lillie.	Port Hawkesbury	"	1895	Cheticamp, N.S.	35 2	12 0	5 5	12	Fidele Chiasson, Eastern Harbour, N.S.
88,626	Lillie.	Windsor, Ont.	"	1884	Pike Creek, Ont	70 8	19 3	4 6	46	Julia Neveaux, Windsor, Ont.
80,077	Lillie Bell	St. John, N.B	"	1881	Rexton, N.B.	79 0	26 6	7 4	89	Geo. W. Erb, St. John, N.B.
107,794	Lillie E	St. John, N.B.	"	1899	Waterborough, N.B.	62 4	23 4	5 7	53	W. W. Barton, Waterborough, N.B.
103,217	Lilly	Ottawa	Scow—Chd	1890	Buckingham, Que.	49 0	10 2	2 5	7	George Bothwell, Buckingham, Que.
96,790	Lilly C.	Halifax	Schr—Glt	1888	Sambro, N.S	35 2	11 8	6 5	12	W. McC. Boak, Halifax, N.S.
51,961	Lilly Dale	Yarmouth	"	1865	Beaver River, N.S	38 0	12 8	5 0	11	Dexter W. Morrison, Westport, N.S.
74,391	Lilly Macfarlane	Toronto	"	1872	Port Credit, Ont.	44 5	12 0	3 5	14	Lionel Yorke, Toronto, Ont.
112,377	Lilly May	Arichat	"	1902	West Arichat, N.S.	41 9	14 0	5 9	18	A. Poirier, Descouse, N.S.
103,280	Lily	Chatham, N.B.	"	1894	Caraquet, N.B.	35 0	12 0	6 0	11	Prudent Gallien, Caraquet, N.B.
126,065	Lime Light	Charlottetown	"	1908	Souris, P.E.I.	94 0	26 0	9 2	155	Thos. Kickham, Souris West, P.E.I.

.....	Lina..	Montreal.....	Barge—Chd	1869	Sorel, Que....	98 0	22 5	6 9	108	Ant. Lavellée, Sorel, Que.
83,472	Lindon.....	St. Andrews.....	Schr—Glt	1881	St. George, N.B.....	29 0	11 5	6 0	12	Benjamin Parker, West Isles, N.B.
88,407	Linnet	Digby.....	"	1881	Liverpool, N.S	38 5	13 3	5 7	15	Jos. H. Morehouse, Sandy Cove, N.S.
100.745	Linnet	Windsor, N.S.	"	1896	Blomidon, N.S.....	41 4	14 0	4 8	14	Matthias Rolf, Walton, N.S.
100,540	Linnie & Edna.. ...	St. Andrews..	"	1894	Tiverton, N.S	52 2	17 6	6 5	30	Frank Lakeman, Woodward's Cove, N.B.
57,258	Lion.....	Lunenburg	"	1867	Mahone Bay, N.S.. ..	61 5	19 3	7 6	40	John W. Kenney, Barrington, N.S.
55,644	Lion	Magdalen Islands...	"	1873	House Harbour, M.I., Que.	58 0	19 3	7 6	42	C. Richard, Magdalen Islands, Que.
103,292	Lion	New Westminster ..	Scow—Chd	1894	New Westminster, B.C..	85 0	28 5	5 5	124	The Vancouver Dredging & Salvage Co., Ltd., Vancouver, B.C.
103,546	Lis	Halifax	Sloop	1896	Dartmouth, N.S.....	23 5	6 4	3 6	3	F. H. Bell, Halifax, N.S.
122,571	Lita C.....	Yarmouth	"	1907	Mavillette, N.S....	33 0	13 0	6 0	13	Michael Comeau, Mavillette, N.S.
80,598	Lithophone.....	Toronto	Schr—Glt .. .	1881	Bronté, Ont	55 0	15 6	3 5	14	Walter G. Naish, Port Credit, Ont.
83,461	Little Annie.....	Digby..	"	1868	Essex, Mass., U.S.A....	44 3	15 3	5 0	19	Walter F. Leonard, St. John, N.B.
75,605	Little Annie.....	Halifax	"	1878	Port Gilbert, N.S.....	47 0	16 7	6 4	27	Edward Eisner, Marriott's Cove, N.S.
75,851	Little Annie.....	Weymouth	"	1877	Meteghan River, N.S ...	38 8	14 3	5 3	16	Peter H. Belliveau, St. Bernard, N.B.
121,693	Little Charley.	Yarmouth	Sloop.....	1904	Cape Island, N.S.....	33 0	11 3	6 0	10	H. Newell, M.O., Cape Island, N.S.
91,822	Little Eddie.....	"	Schr—Glt	1889	Church Point, N.S.....	28 6	11 2	4 8	7	G. A. Mallett, Gilbert Cove, N.S.
126,161	Little Giant.....	Montreal.....	Dr'dge—D'gue	Unkn 1908	Cornwall, Ont.....	79 5	26 8	5 7	133	Lyon Cohen, Montreal, Que.
104,000	Little Gracie	St. Andrews.....	Schr—Glt	1894	Spencer's Island, N.S ...	29 0	11 0	5 0	11	Andrew Millar, St. John, N.B.
103,318	Little Heir	Port Hawkesbury...	"	1895	Cheticamp, N.S	41 8	13 3	5 9	19	John Chiasson, Eastern Harbour, N.S.
88,261	Little Joe	Yarmouth	"	1883	St. John, N.B	46 9	15 0	5 9	18	Harvey Goodwin, Pubnico, N.S.
59,395	Little Minnie	St. Andrews.....	"	1872	Lubec, Me., U.S.A	36 9	14 4	4 9	14	Joseph McGee, St. George, N.B.
59,321	Little Nell.....	"	"	1853	Gloucester, Mass., U.S.A.	46 5	15 2	5 7	21	Albert Ingersoll, Grand Manan, N.B.
75,759	Lively	Yarmouth.....	"	1877	Meteghan, N.S.....	34 2	11 0	4 0	9	W. Quinty, Carleton, St. John, N.B.
94,871	Livon	Montreal..... . .	Sloop	1889	Pierreville, Que.....	107 8	22 8	8 2	167	Prospère Laplante, Lachine, Que.
100,563	Lizzie.....	Sydney.....	Schr—Glt	1892	Mahone Bay, N.S.	120 7	25 8	12 9	245	Dominion Coal Co., Ltd., Glace Bay, N.S.

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100,900	Lizzie	Weymouth	Schr—Glt	1875	Bath, Me., U.S.A	76 5	21 8	7 8	68	A. H. Comeau, Meteghan River, N.S.
69,964	Lizzie A.	Port Hawkesbury	"	1877	Strait of Canso, N.S.	44 0	16 0	5 9	20	Augustin McInnes, Earnscliffe, P.E.I.
72,282	Lizzie A.	St. John, N.B.	"	1876	Canning, N.B.	57 6	20 6	5 7	35	J. D. Hatfield, Kars, N.B.
122,455	Lizzie A.	Yarmouth	"	1907	Pubnico, N.S	60 0	15 6	8 0	33	Existe M. D'Entremont, M.O., Pubnico, N.S.
64,552	Lizzie B.	St. John, N.B.	"	1870 / 1886	Westfield, N.B.	76 5	27 5	7 0	81	Miss Mary E. Shields, Alma, N.B.
122,101	Lizzie B.	Yarmouth	Sloop.	1906	Mavillette, N.S.	35 0	14 6	7 0	18	Leazine Boudreau, M.O., Mavillette. N.S.
79,979	Lizzie C.	Charlottetown	Schr—Glt	1878	St. Martin's, N.B.	75 0	22 4	7 9	79	R. H. Cann, Louisburg, N.S.
103,466	Lizzie Catharine	"	"	1899	Red Island, N.S.	92 0	23 8	9 8	99	Ronald Campbell, Summerside, P.E.I.
88,664	Lizzie D.	Chatham, N.B	"	1884	Tracadie, N.B.	40 7	14 4	5 6	17	Mrs. Helen Arseneau, Tracadie, N.B.
100,972	Lizzie D	Chatham, N.B.	"	1893	Caraquet, N.B	35 2	12 6	5 2	11	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
122,144	Lizzie D.	Yarmouth.	Sloop.	1906	Salmon River, N.S.	35 0	11 3	5 6	12	Enos C. Deveau, Salmon River, N.S.
103,709	Lizzie E	"	Schr—Glt	1897	Port Maitland, N.S.	42 0	12 8	5 4	19	J. Ellis, Port Maitland, N.S.
111,910	Lizzie J. Greenleaf	Arichat.	"	1899	Canso, N.S.	32 0	10 2	5 9	11	Thos. Ryan, Canso, N.S.
75,598	Lizzie Jane	Digby	"	1877	Barton, N.S	39 7	14 8	6 3	18	J. W. Snow, *et al.*, Granville, N.S.

75,448	Lizzie Lindsay	Gaspé	Schr—Glt	1884	Donglastown, Que	74 1	22 3	9 9	91	Arthur Nadeau, Cascapedia, Que.
103,467	Lizzie May	Arichat	"	1900	River Bourgeoise, N.S	40 1	12 4	6 3	12	Alfred Boudrot and Daniel Boudrot, Petite de Grat, N.S.
117,097	Lizzie May	"	"	1906	Larry's River, N.S	37 0	11 8	5 6	12	Benjamin L. Pelrine, Larry's River, N.S.
116,549	Lizzie Metzner	Kingston	"	1888	Manitowoc, Wis., U.S.A.	82 8	21 8	6 6	91	E. Ellis, Picton, Ont.
100,097	Lizzie R	St. John, N.B	"	1892	Cambridge, N.B	74 0	25 0	4 9	80	James A. Gibbon, St. John, N.B.
100,316	Lizzie S	Yarmouth	"	1892	Yarmouth, N.S	30 0	11 0	4 5	8	Wm. Surette, Yarmouth, N.S.
59,342	Lizzie S. McGee	St. Andrews	"	1868	St. George, N.B	35 0	13 0	5 9	14	Joseph McGee, St. George, N.B.
92,365	Lizzie W	St. John, N.B	"	1887	Greenwich, N.B	42 0	15 6	5 4	17	Mrs. Annie George, Parrsboro', N.S.
88,266	Lizzie Young	"	"	1883	Musquash, N.B	37 1	13 9	5 2	13	Michael Quigg, Musquash, N.B.
85,534	Lloyd	Yarmouth	"	1883	Maitland, N.S	45 4	16 3	6 0	31	W. H. Anderson, Hillsburn, N.S.
75,495	Lochiel	Charlottetown	"	1877	Murray River, P.E.I	56 0	19 0	7 6	41	Mrs. Catherine Smith, Point du Chêne, N.B.
* 61,833	Lockwood	St. John, N.B	Bk—Bq	1872	Port Gilbert, N.S	175 0	35 5	21 6	950	C. A. Palmer, St. John, N.B.
112,345	Lolita A	Liverpool	Schr—Glt	1902	Liverpool, N.S	100 6	29 0	10 8	159	Samuel Courtney, St. John's, Nfld.
54,114	Lone Star	Halifax	"	1866	Marie Joseph, N.S	48 4	16 6	6 6	29	F. Ingersoll, sr., Grand Manan, N.B.
	Longueuil	Montreal	Barge—Chd	1868	Montreal, Que	171 1	21 1	9 1	275	E. Haynemand, Lanoraie, Que.
83,465	Look Out	St. Andrews	Schr—Glt	1857	Essex, Mass., U.S.A	63 2	19 6	7 1	48	F. Wooster, Grand Manan, N.B.
85,690	Lora T.	Digby	"	1883	Beaver River, N.S	41 0	14 0	5 7	15	Judson T. Thurber, Freeport, N.S.
116,729	Lorain	St. John, N.B	"	1905	Cumberland Bay, N.B	60 2	22 4	5 6	53	A. Gale, *et al.*, Waterborough, N.B.
103,560	Loranzo	Montreal	Sloop	1896	St. François du Lac, Que.	106 7	23 2	8 0	118	E. Desmarais, St. François du Lac, Que.
112,040	Loranzo	Quebec	"	1902	Tadousac, Que	60 0	18 3	5 2	33	Geo. Lavoie, La Petite Riviére, St. François Xavier, Que.
74,256	Lord Dufferin	"	Barge—Chd	1873	Yamaska, Que	103 0	22 0	7 0	110	Alfred Charland, Yamaska, Que.
100,902	Lord Stanley	Chatham, N.B	Schr—Glt	1890	Caraquet, N.B	35 0	12 4	4 5	10	R. Young, M.O., Caraquet, N.B.
93,156	Lord Templetown	Victoria	Bk—Bq	1886	Belfast, Ireland	282 9	40 1	24 0	2048	The Ship Lord Templetown Co., Ltd., Victoria, B.C.
121,816	Loren B. Snow	Digby	Schr—Glt	1906	Lunenburg, N.S	89 8	24 6	10 0	85	Joseph E. Snow, Digby, N.S.
90,640	Lorena	Charlottetown	"	1886	Bay Fortune, Nfld	32 8	12 4	4 5	15	John McLeod, *et al.*, Pugwash, N.S.

* Formerly "Lillie Soullard."

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92,499	Lorena Jane	Windsor, N.S	Schr—Glt	1886	Cornwallis, N.S	34 0	14 0	5 1	11	Willard Coffill, Cornwallis, N.S.
116,349	Lorina	Arichat	"	1888	River Bourgeois, N.S	44 5	15 6	6 0	18	Wm. J. Levisconte, River Bourgeois, N.S.
121,813	Loring B. Haskell	Digby	"	1884	Essex, Mass., U.S.A	82 0	22 8	8 8	70	Alexander McFadyen, Tignish, P.E.I.
75,907	Lorne	Chatham, N.B	"	1879	Bathurst, N.B	43 0	14 4	5 6	19	W. S. Loggie Co., Ltd., Chatham, N.B.
80,998	Lorne	Halifax	"	1886	Isaac's Harbour, N.S	63 6	20 6	7 3	51	Joseph Dauphinee, French Village, N.S.
83,290	Lorraine	Kingston	Sloop	1882	Kingston, Ont	81 0	18 6	5 7	63	John S. Phillips, Wolfe Island, Ont.
77,783	Lost Heir	St. John, N.B	Schr—Glt	1880	Port Medway, N.S	40 9	13 5	6 0	15	Henry Alston, Lancaster, St. John Co., N.B.
85,676	Lottie	New Westminster	"	1884	New Westminster, B.C	42 0	12 0	4 3	19	James Hart, Mud Bay, B.C.
83,316	Lottie	Port Medway	"	1885	Vogler's Cove, N.S	76 6	23 5	9 0	76	S. E. Teel, Vogler's Cove, N.S.
75,741	Lottie	Yarmouth	"	1875	Eel Brook, N.S	38 0	12 5	4 9	12	H. McGrath, Granville, N.S.
100,835	Lottie B	Lunenburg	"	1894	Lunenburg, N.S	34 8	12 8	5 5	12	D. Boudrot, Dover, N.S.
122,105	Lottie G	Yarmouth	Sloop	1905	Clyde, N.S	30 0	11 3	6 0	10	Vincent Brannen, Wood's Harbour, N.S.
80,884	Lottie M	St. Andrews	Schr—Glt	1881	St. Patrick, N.B	37 7	14 6	5 7	16	Thomas Carter, Pennfield, N.B.
117,098	Lottie M. Beatrice	Arichat	"	1906	Half Island Cove, N.S	39 0	13 3	6 3	17	Mrs. M. E. Hendsbee, Half Island Cove, N.S.

96,966	Lottie S.	Shelburne	Schr—Glt	1890	Shelburne, N.S.	51 0	18 0	7 3	42	John E. Shatford, Hubbard's Cove, N.S.
126,132	Lottie V. M.	Halifax	"	1908	West Dover, N.S.	40 6	11 8	4 7	10	Isaac Morash, M.O., West Dover, N.S.
107,072	Lottie W.	St. John, N.B.	"	1898	Westfield, N.B	69 3	23 3	6 2	60	E. A. Mills, *et al.*, An apolis Royal, N.S.
167,819	Lotus	Peterborough	Barge—Chd	1889	Cobourg, Ont.	45 0	20 0	3 0	56	R. B. Rogers, Peterborough, Ont.
107,805	Lotus	St. John, N.B.	Schr—Glt	1899	Newcastle, N.B.	80 0	27 2	7 5	98	F. T. Tingley, *et al.*, Sackville, N.B.
94,949	Louil	Yarmouth	Bgtn—Bkglt	1890	Shelburne, N.S.	109 0	26 6	11 1	187	Edgar K. Spinney, Yarmouth, N.S.
94,665	Louis Luby	Halifax	Schr—Glt	1889	Chezetcook, N.S.	59 8	19 0	7 6	41	R. E. Dorey, Hubbard's Cove, N.S.
59,925	Louis Lumina	Quebec	Barge—Chd	1869	Batiscan, Que.	98 3	23 0	5 7	82	A. A. Larocque, Sorel, Que.
83,426	Louisa	St. John, N.B	Schr—Glt	1883	Port Gilbert, N.S.	40 0	13 5	5 6	16	B. Hargrove, Chance Harbour, N.B.
116,583	Louisa A.	Liverpool	"	1900 1903	Sable River, N.S. Port Mouton, N.S.	36 0	10 9	5 2	10	Reuben J. Cott, *et al.*, Port Mouton, N.S.
117,100	Louisa Ellen	Arichat	"	1905	White Head, N.S.	35 0	10 5	6 0	11	Daniel Casey, Raspberry, N.S.
88,351	Louisa J. Selig	Quebec	"	1884	Lunenburg, N.S	80 0	23 6	9 3	99	Alfred and Pierre Lavoie, La Petite Rivière, St. François, Que.
83,402	Louisa Maud	Halifax	"	1882	Indian Harbour, N.S.	43 8	15 3	6 3	21	Wesley Crooks, Peggy's Cove, N.S.
80,614	Louise	Barrington	"	1881	Tusket Wedge, N.S.	79 0	23 0	8 8	85	T. E. Worthen, M.O., Barrington, N.S.
96,775	Louise	Port Hawkesbury	"	1894	Cheticamp, N.S.	38 0	11 5	5 3	11	P. Boudrot, Cheticamp, N.S.
92,338	Louise	Quebec	Schr—Glt	1886	Ste. Luce, Que.	40 0	13 4	4 6	14	A. Letellier, Quebec, Que.
111,550	Louise	Vancouver	Scow—Chd.	1901	Vancouver, B.C.	128 0	36 7	6 1	552	The British Yukon Nav. Co., Ltd., Vancouver, B.C.
122,098	Louise	Yarmouth	Sloop	1905	Pubnico, N.S.	30 0	11 4	6 0	10	Dason H. Longthorn, Wood's Harbor, N.S.
92,349	Louisia	Quebec	Schr—Glt	1888	Les Eboulements, Que.	69 2	21 7	8 0	76	Francis Gagnon, Cap Chatte, Que.
69,619	Louisiana	"	"	1874	Grondines, Que.	84 3	23 5	9 5	106	J. B. R. Thibaudeau, Portneuf, Que.
112,227	Louvina	St. John, N.B.	Sloop	1902	St. John, N.B.	40 3	13 1	6 4	15	F. J. Likely, St. John, N.B.
97,189	Lovisa	Windsor, N.S.	Bktn—Bkglt	1891	Horton, N.S.	180 5	37 2	18 5	880	Chas. DeW. Smith, M.O., Windsor, N.S.
96,889	Lower Traverse	Ottawa	Barge—Chd			92 6	21 8	11 6	142	The Minister of Marine and Fisheries, Ottawa, Ont.
100,266	Luarca	Windsor, N.S.	Schr—Glt	1891	Horton, N.S.	163 8	31 4	16 0	632	Chas. DeW. Smith, Windsor, N.S.
111,735	Lucania	Lunenburg	"	1902	La Have, N.S.	92 0	24 5	9 4	99	Reuben Romkey, *et al.*, La Have, N.S.

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121,949	Lucien	Sorel	Sloop	1907	Sorel, Que	110 0	23 2	7 4	136	Edmond Lizotte, Pierreville, Que.
116,905	Lucille	Parrsboro'	Schr—Glt	1906	Parrsboro, N.S.	102 5	28 8	10 0	164	Harvey Randall, M.O., Parrsboro', N.S.
100,351	Lucina	Quebec	"	1888	St. Emélie, Que.	61 2	18 8	5 7	37	Alexander Trepanier, Château Richer, Que.
103,330	Lucy	Port Hawkesbury	"	1901	Cheticamp, N.S.	36 9	11 6	5 6	11	Theophile Millet, Cheticamp, N.S.
103 718	Lucy	Yarmouth	"	1898	Pubnico, N.S.	32 0	10 8	5 0	10	A. D'Entremont, Pubnico, N.S.
116,210	Lucy A.	"	"	1903	Meteghan, N.S.	55 0	15 2	8 4	32	D. D. LeBlanc, Tusket Wedge, N.S.
103,563	Lue	Montreal	Sloop	1896	St. Thomas, Que	86 5	21 5	5 1	58	P. Gill, St. Thomas, Que.
117,186	Luella	Chatham, N.B	"	1905	Stonehaven, N.B	88 3	24 0	8 6	99	R. P. Soley, Economy, N.S.
92,552	Lulu	Montreal	Sloop	1881	Harlem, N.Y., U.S.A.	24 5	10 4	1 8	2	J. Morris, St. Lambert, Que.
92,779	Lulu	New Westminster	Schr—Glt	1888	Seattle, Wash., U.S.A.	54 0	12 4	4 0	16	G. McNamee and E. W. Bloomfield Vancouver, B.C.
103,435	Lumber	Ottawa	"	1894	Rockland, Ont.	71 1	18 1	4 4	47	Alex. McLaren, Buckingham, Que.
80,632	Lumen	Yarmouth	"	1882	Tusket Wedge, N.S.	50 0	17 8	6 6	30	A. O. Porter, Tusket Wedge, N.S.
72,071	Lumen Diei	Arichat	"	1883	River Bourgeois, N.S.	44 4	15 3	6 0	20	Urbain Samson, River Bourgeois, N.S.
66,041	Lumina	Quebec	"	1872	Cap. St. Ignace, Que.	58 6	21 5	6 1	44	Adelard Fournier, St. Jean Port Joli, Que.

72,945	Lumina	Quebec	Schr—Glt	1875	Malbaie, Que.	51	18 1	7 4	37	Adelard Warren, Malbaie, Que.
100,256	Lutetia	Halifax	Sloop	1894	Dartmouth, N.S.	29 2	7 3	5 1	4	John J. Jenney, Halifax, N.S.
96,789	Lydia A. Mason	"	Schr—Glt	1890	Tangier, N.S	54 3	17 7	7 5	39	Peter Mason, Tangier, N.S.
100,217	Lydia E.	"	"	1892	Jeddore, N.S.	35 8	13 1	4 5	10	W. McC. Boak, Halifax, N.S.
116,899	Lydia L	Yarmouth	Sloop	1905	Plymouth, N.S.	34 0	12 0	6 2	14	N. LeBlanc, Plymouth, N.S.
122,042	Lyla H	St. Andrews	"	1894	Shelburne, N.S.	30 8	10 0	6 0	11	Owen Frankland, Grand Manan, N.B
116,486	Lyman Casey	Wallaceburg	Schr—Glt	1867	Toledo, Ohio, U.S.A.	126 1	26 0	13 3	277	David A. Gordon, Wallaceburg, Ont.
85,296	Lys	Montreal	"	1879	St. Thomas de Pierreville, Que.	82 0	20 0	3 6	36	A. Gervais, St. Louis, Que.
111,609	M. B., No. 2	New Westminster	Barge—Chd	1896	Vancouver, B.C.	65 0	20 0	5 0	60	McKenzie Bros., Ltd., Vancouver, B.C.
116,310	M. C. A.	Charlottetown	Schr—Glt	1906	Souris, P.E.I.	73 4	22 7	7 4	77	Cleophas Arseneau, House Harbour, Magdalen Islands, Que.
107,306	M. D. S.	Windsor, N.S.	"	1900	Falmouth, N.S	111 0	28 8	10 0	190	Alexander Watson, *et al.*, St. John, N.B.
111,947	M. & P.	New Westminster	Barge—Chd	1902	New Westminster, B.C.	85 0	26 0	7 6	135	N. R. Preston, New Westminster, B.C.
83,408	M. A. Franklyn	Halifax	Schr—Glt	1882	Clam Harbour, N.S.	36 7	14 3	5 8	22	D. Gerrior, Tor Bay, N.S.
111,440	M. A. Josey	"	"	1903	Spry Bay, N.S.	47 2	14 0	6 0	17	G. C. Hart, Halifax, N.S.
88,596	M. A. Louis	Yarmouth	"	1885	Pubnico, N.S.	71 5	21 5	7 8	64	Simeon Boutilier, Seabright, N.S.
121,902	M. A. Nickerson	Barrington	"	1906	Shelburne, N.S.	59 0	17 5	7 3	37	William H. Kenney, M.O., Clarke's Harbour, N.S.
107,571	M.B. & Co. No. One	Lindsay	Barge—Chd	1892	Bobcaygeon, Ont.	86 6	20 0	5 0	87	Mossom M. Boyd, Bobcaygeon, Ont.
107,572	M.B. & Co. No. Two	"	"	1890	"	88 0	22 4	5 0	99	" " "
107,573	M.B. & Co. No. Three	"	"	1892	"	80 7	24 6	5 0	100	" " "
107,574	M.B. & Co. No. Four	"	"	1890	"	70 0	21 7	5 0	76	" " "
103,971	M. C. No. 3	Quebec	Barge—Chd	1896	Quebec, Que	86 0	29 2	7 6	130	M. Connolly, Quebec, Que.
103,972	M. C. No. 4	"	"	1896	"	86 0	29 2	7 6	130	" "
116,710	M. Elvina C	"	Schr—Glt	1904	St. Fabien, Que.	52 8	19 3	7 3	47	Joseph Chartier, Cacouna, Que.

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121,903	M. F. Atwood	Barrington	Sloop	1906	Clarke's Harbour, N.S.	34 0	13 3	6 3	15	James Kenney Co., Ltd., Clarke's Harbour, N.S.
116,302	M. J. Butler	Charlottetown	Dredge—drague	1901	River John, N.S.	102 5	20 8	7 3	459	M. J. Haney, Toronto, Ont.
111,676	M. J. Taylor	Quebec	Schr—Glt	1901	Spencer's Island, N.S.	150 5	33 6	12 7	377	Joseph Murphy, Lauzon, Que.
122,240	M. L. Nickerson	Barrington	Sloop	1908	Central Woods Harbour, N.S.	29 8	12 0	5 0	10	James E. Nickerson, Central Woods Harbour, N.S.
97,022	M. & L. Chase	Digby	Schr—Glt	1866	Kennebunk, Me., U.S.A.	69 9	19 7	6 6	46	Edwin Hooper, Hamilton, Bermuda, B.W.I.
122,186	M. O'Toole	Arichat	"	1908	Louisburg, N.S.	51 6	15 5	6 9	32	Vincent O'Toole, Louisburg, N.S.
126,104	M. Unity	Lunenburg	"	1908	Tancook, N.S.	50 4	13 7	8 0	26	Harris Fleet, M.O., Blandford, N.S.
116,977	Mabel	Chatham, N.B.	"	1905	Shippigan, N.B.	38 0	13 4	5 0	16	The W. S. Loggie Co., Ltd., Chatham, N.B.
85,687	Mabel	Digby	Schr—Glt	1883	Digby, N.S.	59 4	17 7	6 7	38	Frank Leighton, Pennfield, N.B.
83,293	Mabel	Kingston	Sloop	1883	Dog Lake, Ont.	87 8	19 0	5 3	59	Wm. Jones, Belleville, Ont.
103,173	Mabel	Shelburne	Schr—Glt	1894	Lockeport, N.S.	53 3	15 4	7 2	21	Geo. Savoy, Chatham, N.B.
100,564	Mabel	Sydney	"	1892	Mahone Bay, N.S.	120 7	25 8	12 9	247	Dominion Coal Co., Ltd., Montreal Que.
116,658	Mabel A	Yarmouth	Sloop	1904	Pubnico, N.S.	40 0	12 6	6 6	15	Eben Frost, Yarmouth, N.S.
107,914	Mabel B.	St. Andrews	"	1890	Grand Manan, N.B.	29 0	10 5	4 6	9	Webster Cosseboom, Grand Manan, N.B.

121,880	Mabel C.	Barrington	Schr—Glt	1905	Cape Island, N.S.	32 0	10 6	6 0	10	Angus Nickerson, Cape Island, N.S.
103,796	Mabel Denvers	Shelburne	"	1890	North East Harbour, N.S.	32 0	13 3	6 0	14	Alexander Smith, Cape Negro, N.S.
107,704	Mabel G.	Toronto	House-boat	1899	Penetanguishene, Ont.	50 0	20 6	3 0	82	W. M. Thompson, Penetanguishene, Ont.
116,533	Mabel H.	Lunenburg	Schr—Glt	1905	Lunenburg, N.S.	67 2	21 4	8 6	64	D. Heisler, M.O., Lunenburg, N.S.
122,140	Mabel L.	Yarmouth	Sloop.	1906	Barrington, N.S.	50 0	10 6	6 0	10	Harry Banks, Shag Harbour, N.S.
85,458	Mabel M.	Quebec	Barge—Chd	1883	Iberville, Que.	103 0	23 5	7 6	129	Jos. Mochon, Iberville, Que.
107,605	Mabel M.	Weymouth	Schr—Glt	1900	Mavillette, N.S	30 0	12 8	6 0	20	Edison Ellis, M.O., Port Maitland, N.S.
90,641	Mabel R. H.	Yarmouth	"	1885	Yarmouth, N.S.	60 5	13 5	7 0	38	John Hipson, Shelburne, N.S.
112,315	Mabel T.	St. Andrews	"	1903	West Isles, N.B.	32 2	13 6	6 2	13	Fred. W. Tewksbury, West Isles, N.B.
121,799	Mabel V.	Yarmouth	Sloop	1904	Cape Island, N.S.	31 0	10 6	6 0	10	D. V. Smith, Cape Island, N.S.
126,357	Maberly	Montreal.	Dredge—Drague	1907	Sorel, Que	83 5	22 9	5 3	110	Lyon Cohen, Montreal, Que.
112,154	Mac	Chatham, N.B.	Schr—Glt	1902	Miscou, N.B.	31 0	12 0	4 8	11	John M. Ward, Miscou Centre, N.B.
21,718	McB. No. 1.	Vancouver	Scow—Chd		Vancouver, B.C.	74 0	26 0	6 3	73	Thomas G. McBride, Vancouver, B.C.
107,584	McD. & C., No. One	Lindsay	Barge—Chd	1897	Lindsay, Ont.	66 5	18 3	5 0	61	John Carew, Lindsay, Ont.
107,585	McD. & C., No. Two	"	"	1897	"	62 6	18 1	4 8	54	" "
107,937	McW. No. 1	New Westminster	"	1898	New Westminster, B.C.	40 0	12 0	4 0	19	Dan'l McWilliams, West Ham Islands, B.C.
	McCarthy	Montreal.	"	1871	Sorel, Que	124 9	23 1	10 0	254	Montreal Transportation Co., Ltd., Montreal, Que.
100,704	McClure.	Pictou, N.S.	Schr—Glt	1900	Tatamagouche, N.S.	101 4	27 1	10 8	191	T. Dinsmore, *et al.*, Lower Economy, N.S.
117,152	McDowell No. 3	New Westminster	Barge—Chd	1902	Vancouver, B.C.	68 0	23 0	6 6	102	John McDowell, Vancouver, B.C.
100,991	McMahon	Chatham, N.B.	Schr—Glt	1888	Caraquet, N.B.	35 0	12 6	4 8	11	P. Rive, Caraquet, N.B.
121,691	Maccabee	Yarmouth	Sloop	1904	Port Maitland, N.S.	34 0	10 3	5 5	10	Edison Ellis, M.O., Port Maitland, N.S.
88,237	Madcap	Brockville.	"	1888	Rockport, Ont.	52 6	15 5	3 5	20	Jos. Dewsberry, Belleville, Ont.
107,120	Madeira	Lunenburg	Schr—Glt	1898	Lunenburg, N.S.	98 8	25 0	9 6	99	T. Creaser, *et al.*, La Have, N.S.
116,919	Madeline	Liverpool.	Sloop.	1906	Brooklyn, N.S.	44 0	13 6	7 0	16	Whitman Fish Co., Ltd., Canso, N.S.
83,384	Madeline	Toronto	"	1882	Bronté, Ont.	69 0	18 5	5 1	39	Geo. Parker, M.O., Dumbarton, Ont.

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121,676	Madeline	Vancouver	Sloop		Seattle, Wash., U.S.A.	25 0	9 0	4 0	7	W. J. Thicke, Vancouver, B.C.
121,896	Madeline Frances Louise	Shelburne	"	1906	Shelburne, N.S.	37 0	13 0	5 7	13	Chester L. Guptill, Grand Harbour, N.B.
96,866	Madge	Prescott	Barge—Chd	1897	Toronto, Ont.	130 0	27 0	11 0	335	The Canada Sugar Refining Co., Ltd., Montreal, Que.
85,403	Madona	Magdalen Islands	Schr—Glt	1905	Magdalen Islands, Que.	41 5	14 8	6 2	21	A. C. Arseneault, House Harbour, M.I., Que.
107,410	Madona	Montreal	Sloop	1899	Sorel, Que	120 2	25 4	10 7	258	Charles Mongeau, Ste. Anne de Sorel, Quebec, Que.
64,917	Magenta	Liverpool	Schr—Glt	1873	Pomquet, N.S.	41 5	14 9	6 4	20	Samuel Dexter, *et al.*, Brooklyn, N.S.
116,480	Maggie	Chatham, N.B	"	1902	Caraquet, N.B	34 0	12 0	4 6	10	John Paulin, Caraquet, N.B.
88,570	Maggie	Kingston	Barge—Chd	1869	Garden Island, Ont.	166 4	26 4	11 8	415	Alexander Laplante, Lachine, Que.
90,475	Maggie	Maitland	Schr—Glt	1888	Noel, N.S.	51 9	17 0	6 2	34	Charles N. Hines, Noel, N.S.
117,094	Maggie Alice	Arichat	"	1905	Port Felix, N.S.	36 0	12 1	5 7	11	P. Cashin, M.O., Port Felix, N.S.
107,064	Maggie Alice	St. John, N.B.	"	1897	The Range, N.B.	65 0	23 2	5 7	51	M. McKill, Greenwich, N.B.
107,316	Maggie B	Halifax	"	1899	West Chezetcook, N.S.	46 5	16 2	5 9	25	Norman Chandler, Chester, N.S.
112,018	Maggie Bell	Canso	"	1902	Half Isld. Cove, N.S.	45 5	14 5	8 0	26	Chas.S. Horton, Half Isld. Cove, N.S.
89,968	Maggie Bell	Liverpool	"	1881	George River, N.S.	59 3	20 5	8 0	46	James E. Brown, M.O., Clarke's Harbour, N.S.

90,874	Maggie Bell	Yarmouth	Schr—Glt	1886	Melbourne, N.S.	41 0	14 0	4 8	10	D. Surette, Melbourne, N.S.
116,516	Maggie Belle	Lunenburg	Bgtn—Bkglt	1904	Mahone Bay, N.S.	99 5	25 8	10 0	99	Abraham Ernst, M.O., Mahone Bay, N.S.
100,580	Maggie E. C.	"	Schr—Glt	1893	"	41 8	15 5	6 1	20	Walter Mitchell, Halifax, N.S.
107,377	Maggie Ella	Sydney	"	1901	Cape North, N.S.	38 3	12 2	5 3	11	Timothy Donavan, Cape North, N.S.
116,350	Maggie F.	Arichat	"	1904	River Bourgeois, N.S.	37 7	13 9	6 0	15	Wm. J. Levisconte, River Bourgeois, N.S.
80,921	Maggie Jane	Charlottetown	"	1880	West Cape, P.E.I.	55 8	17 2	6 2	36	John D. Lavie, Souris, P.E.I.
92,514	Maggie Jane	St. Andrews	"	1879	Back Bay, N.B.	29 4	10 5	5 0	10	Alex. McNichol, St. George, N.B.
88,277	Maggie Jane	St. John, N.B.	Schr—Glt	1883	Beaver Harbour, N.B.	37 4	13 2	5 2	18	Thos. Bright, Pennfield, N.B.
85,539	Maggie Jane	Yarmouth	"	1883	Mavillette, N.S.	40 2	12 3	5 1	12	Wm. Robbins, Port Maitland, N.S.
96,902	Maggie L.	Kingston.	"	1889	Picton, Ont.	67 0	17 4	5 2	42	Richard La Rush, Kingston, Ont.
77,958	Maggie M.	Annapolis Royal	"	1880	Granville, N.S	41 2	15 2	5 6	16	P. Zwicker, Clements, N.S.
116,231	Maggie M	Digby	Sloop	1904	Margaretsville, N.S.	32 5	12 0	5 2	11	R. A. McGrannahan, Margaretsville, N.S.
111,424	Maggie M	Halifax	Schr—Glt	1902	Mahone Bay, N.S.	40 8	10 7	5 6	13	Isaac Dauphinée, Tantallon, N.S.
107,995	Maggie M. F.	Canso	"	1900	Queensport, N.S.	41 0	12 4	6 9	15	James Fitzgerald, Queensport, N.S.
97,100	Maggie M. W.	Lunenburg	"	1891	Lunenburg, N.S	77 5	23 5	8 8	89	Thomas R. Pettipas, Bay of Islands, Nfld.
61,400	Maggie May	Chatham, N.B.	"	1872	Tracadie, N.B.	38 5	13 5	4 9	13	Frank J. Gatain, Bathurst, N.B.
96,805	Maggie May	Halifax	"	1891	Chezetcook, N.S.	62 6	21 0	9 0	62	John E. Beaver, M. O., Pleasant Harbour, N.S.
116,733	Maggie May	"	"	1904	Mahone Bay, N.S.	39 8	14 3	6 5	17	Francis J. Fleming, M.O., Ketch Harbour, N.S.
92,364	Maggie Miller	St. John, N.B.	"	1887	Waterborough, N.B.	77 5	26 8	7 0	93	Joseph A. Hawes, Parrsboro', N.S.
116,655	Maggie P.	Yarmouth.	"	1902	Meteghan, N.S.	31 0	11 6	4 0	8	Stillman Crowell, Clarke's Harbour, N.S.
77,754	Maggie Page	Shelburne	Bgtn—Bkglt	1879	Port Le Bert, N.S.	86 0	24 0	9 4	110	John Peters, Halifax, N.S.
74,368	Maggie Roach	Richibucto	Schr—Glt	1877	Sable River, N.S.	58 4	20 1	7 0	44	Francis Weston, *et al.*, Richibucto, N.B.
72,253	Maggie S.	St. John, N.B.	"	1876	St. Martin's N.B.	79 0	26 0	7 5	83	Caleb Reed, Rockport, N.B.
88,216	Maggie Smith	Halifax	"	1882	Chezetcook, N.S.	40 2	14 6	5 7	15	J. N. Pettipas, Bay of Islands, Nfld.
83,173	Maggie Smith	Port Hawkesbury	"	1881	Summerside, P.E.I.	76 8	22 7	8 8	83	L. F. Hill, Dartmouth, N.S.

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111,435	Maggie Wilson	Halifax	Schr—Glt	1902	Shelburne, N.S.	58 0	17 5	7 8	36	Edward V. Dempsey, Halifax, N.S.
116,915	Maggie and Esther	Pictou, N.S.	"	1905	Port Mouton, N.S.	42 0	12 4	5 0	11	McGregor Fraser, Pictou, N.S.
85,401	Magno	Magdalen Islands	Schr—Glt	1902	Pointe Basse, Que.	55 7	17 4	6 8	32	Alex. C. Arseneau, Alright Island, M.I., Que.
103,552	Magnum	Montreal	Sloop	1895	Pierreville, Que.	86 8	21 7	5 4	76	Severe Larosei, St. Thomas de Pierreville, Que.
116,922	Magog	Victoria	Barge—Chd	1904	Victoria, B.C.	95 0	30 3	6 8	132	The Pacific Towing & Lighterage Co., Ltd., Victoria, B.C.
97,055	Maid of the Mist	Liverpool	Schr—Glt	1893	Liverpool, N.S.	69 0	19 6	7 7	58	John Millard, Liverpool, N.S.
112,112	Maimie Dell	Lunenburg	"	1903	Mahone Bay, N.S.	92 0	24 8	9 6	98	Chas. U. Mader, *et al.*, Mahone Bay, N.S.
74,339	Maitland	Parrsboro'	"	1877	Green Cove, N.S.	62 0	19 0	7 2	45	R. A. Hatfield, *et al.*, Port Greville, N.S.
116,548	Maize	Kingston	"	1856		136 8	25 4	11 0	294	Wm. G. Matthews, Lakeport, Ont.
100,955	Majestic	Chatham, N.B	"	1892	Caraquet, N.B.	36 0	12 9	4 5	10	W. S. Loggie Co., Ltd., Chatham, N.B.
96,779	Majestic	Port Hawkesbury	"	1891	Cheticamp, N.S.	35 0	11 8	5 3	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
117,558	Majestic	St. Andrews	Sloop	1902	Grand Manan, N.B.	28 6	12 4	5 0	12	Wm. Flewelling, Grand Manan, N.B.
94,775	Malabar	Charlottetown	Schr—Glt	1888 1905	Lunenburg, N.S. St. John, N.B.	77 8	23 5	8 9	93	Geo. C. Read, Summerside, P.E.I.
75,650	Malta	St. Catharines	Schr—Glt	1868	St. Catharines, Ont	137 5	23 5	8 2	198	Mrs. Mary M. Blodgett, Windsor, Ont.

503,981	Malvina	Montreal	Barge—Chd'	1896	Yamaska, Que.	109 2	23 4	22 5	107	Montreal Sand & Gravel Co., Ltd., Montreal, Que.
107,309	Malwa	Windsor, N.S.	Bktn—Bkglt	1901	Black River, N.S.	165 2	35 0	13 3	540	F. C. Lockhart, New York, N.Y., U.S.A.
96,867	Mamie	Montreal	Barge—Chd	1897	Montreal, Que.	129 4	28 0	11 2	370	Montreal Transportation Co., Ltd., Montreal, Que.
96,887	Manicougan	Ottawa	Barge—Chd			92 6	21 8	12 0	143	The Minister of Marine and Fisheries, Ottawa, Ont.
83,286	Manitoba	Kingston	"	1882	Bedford Mills, Ont.	103 0	17 2	5 6	75	Benjamin Tett, Bedford Mills, Ont.
116,523	Mankato	Lunenburg	Schr—Glt	1905	Bridgewater, N.S.	73 8	22 6	9 0	76	S. Walters, M.O., La Have, N.S.
121,995	Manoa	Montreal	"	1906	Mahone Bay, N.S.	60 8	15 5	8 7	31	Mrs. Louise M. Ames, Montreal, Que.
126,144	Manseau	Sorel	Sloop	1908	Sorel, Que.	82 2	21 1	5 7	67	Mrs. Marie Manseau, Sorel, Que.
	Maple Leaf	Amherstburg	Schr—Glt	1871 / 1890	Toledo, Ohio, U.S.A.	47 7	14 0	5 0	28	Wm. Berry, Port Stanley, Ont.
116,829	Maple Leaf	Barrington	Sloop	1902	Cape Island, N.S.	30 5	11 9	6 2	11	H. F. Snow and C. E. Nickerson, Villagedale, N.S.
112,158	Maple Leaf	Chatham, N.B.	Schr—Glt	1903	Shippigan, N.B.	38 0	13 0	5 5	13	Wm. Fraing & Co., Ltd., Jersey.
116,237	Maple Leaf	Digby	Sloop	1905	Westport, N.S.	33 6	11 3	5 6	10	Albert B., and Herbert E. Bailey, Westport, N.S.
103,511	Maple Leaf	Gaspé	Schr—Glt	1903	Malbaie, Que.	37 3	12 4	5 2	13	William Chicoine, Malbaie, Que.
111,721	Maple Leaf	Lunenburg	"	1901	Chester Basin, N.S.	120 1	30 0	11 0	199	S. W. Oxner, *et al.*, Lunenburg, N.S.
116,538	Maple Leaf	"	"	1905	Lunenburg, N.S.	52 2	15 2	7 5	26	M. Rhodenizer, M.O., Lunenburg, N.S.
107,567	Maple Leaf	Parrsboro'	"	1900	Spencer's Island, N.S.	91 8	25 1	7 8	98	Rupert E. Harris, Wolfville, N.S.
94,800	Maple Leaf	Richibucto	"	1902	Welford, N.B.	48 0	15 0	5 0	21	Christina E. Fraser, Rexton, N.B.
107,546	Maple Leaf	St. Andrews	Sloop	1892	St. John, N.B.	32 8	11 8	5 4	10	Howard Rigby, St. Andrews, N.B.
92,436	Maple Leaf	Toronto	Schr—Glt	1886	Bronté, Ont.	70 0	18 5	5 4	59	Richard Goldring, M.O., Toronto Ont.
*92,709	Maple Leaf	Winnipeg	Barge—Chd	1890	Fort Frances, Ont.	62 0	14 6	5 5	34	Walter Ross, Kenora, Ont.
111,421	Maple-leaf	Halifax	Schr—Glt	1901	Bickerton, N.S.	48 2	15 4	7 5	25	Eli Baker, Lower East Jeddore, N.S.
75,844	Marcella	"	"	1878	Bay St. George, Nfld.	48 5	17 9	6 9	32	Wm. Hulan, Bay St. George, Nfld.
69,109	Marcella Butler	"	"	1874	River Bourgeois, N.S.	56 4	18 2	7 6	38	Christopher McDonald, jun., Boylston, N.S.
100,718	Marchioness	Montreal	Catboat	1891	Fairhaven, U.S.A.	16 3	8 0	2 9	2	R. Campbell Nelles, Montreal, Que.
112,344	Marconi	Liverpool	Bgtn—Bkglt	1902	Liverpool, N.S.	115 6	29 8	11 1	199	John H. Harlow, *et al.*, Milton, N.S.

* Formerly a steamer.

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117,056	Margaret	Canso	Schr—Glt	1903	Queensport, N.S.	41 6	13 6	7 6	16	Robert T. Matthews, M.O., Queensport, N.S.
116,978	Margaret	Chatham, N.B.	"	1905	Shippigan, N.B.	40 0	13 1	5 4	16	The W. S. Loggie Co., Ltd., Chatham, N.B.
103,117	Margaret	St. Andrews	"	1866	Gloucester, Mass., U.S.A	59 0	18 2	7 0	49	J. S. Clark, St. George, N.B.
111,811	Margaret	Dawson	Scow—Chd.	1901	Vancouver, B.C.	129 6	36 7	6 1	556	Andrew S. Grant, Dawson, Y.T.
121,888	Margaret	Yarmouth	Sloop	1905	Cape Island, N.S.	31 0	11 0	6 0	10	Bryant Newell, Cape Island, N.S.
112,163	Margaret Ann	Chatham, N.B.	Schr—Glt	1903	Lemeque, N.B.	37 0	13 3	5 3	13	John Jones, Little Lameque, N.B.
112,322	Margaret G.	Parrsboro'	"	1902	Port Greville, N.S	138 9	32 2	11 1	299	Hugh Gillespie, *et al.*, Parrsboro', N.S.
38,506	Margaret Jane	Arichat	"	1869	Port Richmond, N.S	53 4	18 2	6 7	42	R. B. Noble, Richibucto, N.B.
75,640	Margaret Jane Leeson.	St. Catharines	Scow—Chd.	1879	Merritton, Ont	113 8	24 9	7 1	148	Joseph Battle, Thorold, Ont.
126,291	Margaret Katheleen	Canso	Schr—Glt	1907	White Haven, N.S.	40 3	13 0	6 0	16	Patrick J. Conway, White Haven, N.S.
122,241	Margaret Leonard	Annapolis Royal	"	1870	Boston, Mass., U.S.A.	58 0	17 4	6 8	37	Wm. McGrath, Port Wade, N.S.
111,909	Margaret May	Arichat	"	1899	Canso, N.S.	36 4	10 1	5 1	12	J. Kavanagh, Canso, N.S.
121,998	Margaret S.	Lunenburg	"	1906	Mahone Bay, N.S.	66 0	20 6	8 0	63	Isaac D. Mason, *et al.*, Lunenburg, N.S.
107,479	Marguerite	Digby	"	1900	Digby, N.S	40 0	15 3	6 5	24	F. A. MacDonald and H. J. Thorpe, Scott's Bay, N.S.

100,728	Marguerite	Montreal	Sloop	1888	Booth Bay, Me., U.S.A.	21 8	8 0	3 0	3	Fred. L. Barlow, Montreal, Que.
111,894	Marguerite	Weymouth	Schr—Glt	1904	Grosses Coques, N.S.	97 0	21 8	8 0	98	Theophilus Le Blanc, Grosses Coques, N.S.
107,337	Marguerite	Yarmouth	"	1900	Meteghan River, N.S.	70 2	20 1	8 1	57	Parker Eakins Co., Ltd., *et al.*, Yarmouth, N.S.
103,712	Marguerite	"	Sloop	1897	Pubnico, N.S.	35 0	11 9	5 4	10	F. Brannen, Wood's Harbour, N.S.
88,463	Maria	Arichat	Schr—Glt	1892	Petite de Grat, N.S.	37 9	14 0	5 7	14	H. McDonald, Glace Bay, N.S.
61,373	Maria	Chatham, N.B.	"	1870	Escuminac, N.B.	50 0	17 0	7 2	28	W. S. Loggie Co. Ltd., Chatham, N.B.
103,622	Maria	Quebec	Sloop	1896	Isle aux Grues, Que.	33 4	13 0	4 2	11	G. Normand, Isle aux Grues, Que.
103,990	Maria	"	Schr—Glt	1897	Isle aux Coudres, Que.	56 0	17 6	6 5	40	J. Boudreault, Moïsie River, Que.
112,033	Maria	"	"	1902	Manicouagan, Que.	44 4	16 4	5 4	23	Louis Pagé, Manicouagan, Que.
116,702	Maria	"	Sloop	1903	St. Jean Deschaillons, Que.	56 3	17 9	4 8	27	Ernest Hamel, St. Jean Deschaillons, Que.
103,532	Maria A	Charlottetown	Schr—Glt	1895	Smith's Cove, N.S.	42 2	13 3	5 9	22	Nectare Petere, Rusticoville, P.E.I.
55,863	Maria Adelmina	Quebec	"	1866	Bic, Que.	37 6	14 0	5 0	13	Louis Bouchard, M.O., Isle aux Coudres, Que.
55,893	Maria Annette	Port Hope	"	1867	Quebec, Que.	125 0	25 3	9 5	196	R. Henning, Port Hope, Ont.
92,339	Maria D cora	Quebec	"	1887	St. Jean de Chicoutimi, Que.	51 8	17 2	7 0	37	C. Savard, St. Fulgence, Que.
83,349	Maria Elizabeth	"	"	1881	Kegaska, Que.	43 0	15 6	5 9	18	Thos. Denniss, Kegaska, Que.
111,615	Maria Stella	"	"	1901	St. Fulgence, Que.	68 8	21 5	7 0	61	Arthur Tremblay, Port Neuf, Que.
85,742	Maria Stella	"	Sloop	1883	St. Jean, Isle d'Orléans, Que.	40 2	15 2	5 4	19	J. Tremblay, Tadousac, Que.
116,854	Mariana	Shelburne	Schr—Glt	1905	Sable River, N.S.	62 4	18 5	6 7	33	John H. Thorbourn, *et al.*, Sand Point, N.S.
107,779	Marie	Chatham, N.B.	"	1900	Shippigan, N.B.	40 4	13 2	5 6	15	Gaspard Savoy, Shippigan, N.B.
72,100	Marie	"	"	1876	"	33 0	11 2	4 6	11	O. Chiasson, Shippigan, N.B.
92,403	Marie	"	"	1885	Grand Anse, N.B.	50 1	16 2	5 4	25	Joseph U. Landry, Grande Anse, N.B.
96,771	Marie	Port Hawkesbury	"	1892	Cheticamp, N.S.	33 3	10 6	5 0	10	Elie and Fabien Desveaux, Cheticamp, N.S.
100,853	Marie	Quebec	Sloop	1892	Tadousac, Que.	62 0	19 9	5 6	42	P. Guérin, Mille Vaches, Que.
111,630	Marie	"	"	1901	Bay St. Paul, Que.	51 6	19 8	4 8	25	Edward Lavoie, Bay St. Paul, Que.
69,581	Marie	"	"	1871	St. Antoine, Que.	53 6	12 9	4 3	16	Isaïe Côté, St. Antoine de Tilly, Que.

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92,752	Marie Adela	Quebec	Schr—Glt	1888	Les Escoumains, Que	58 6	22 0	6 9	55	Lazare Michaud, Trois Pistoles, Que.
66,024	Marie Adélaide	"	"	1872	Pointe aux Trembles, Que	51 2	14 9	5 5	29	F. C. Boulianne, Bon Désir, Que.
69,630	Marie Adèle	"	"	1874	Grondines, Que	108 0	23 0	9 9	149	Olivier Rivard, Grondines, Que.
75,877	Marie Alice	Pictou, N.S.	"	1879	Shediac, N.B.	36 7	13 5	4 6	13	P. Porrier, Shediac, N.B.
103,983	Marie Alice	Quebec	"	1897	Ste. Croix, Que	70 0	21 4	5 9	53	Louis Delisle, Ste. Croix, Que.
116,229	Marie Almanda	"	"	1903	Ile aux Coudres, Que	64 2	18 0	6 9	44	François Gaumond, M.O., Berthier, Que.
107,236	Marie Alphonsine	"	"	1897	St. Michel, Que	32 8	10 5	4 4	10	P. Vézina, St. Michel de Bellechasse, Que.
66,061	Marie Alvina	"	"	1872	Mille Vaches, Que	57 0	18 0	8 0	49	Honoré Tremblay, Malbaie, Que.
107,671	Marie Ange	"	"	1899	St. Fulgence, Que	73 6	22 2	8 2	87	Charles Gagné, sr., St. Octave de Métis, Que.
112,034	Marie Ange	"	"	1902	Ste. Croix, Que	76 2	23 0	7 2	75	Joseph Tremblay, M.O., St. Simeon, Que.
111,621	Marie Anna	"	"	1901	Isle aux Coudres, Que	49 6	16 7	5 8	27	Antoine Riverin, Malbaie, Que.
111,624	Marie Anna	"	"	1901	Natashquan, Que.	51 0	16 4	6 4	31	Louis Tremblay, Isle aux Coudres Que.
66,034	Marie Anna	"	"	1872	St. Irenée, Que	82 4	22 0	10 0	116	Joseph Bergeron, Les Eboulements Que.
103,135	Marie Anna	"	"	1886	La Romaine, Que	33 6	11 6	4 8	11	H. Bilodeau, St. Thomas de Montmagny Que.

69,380	Marie Anne...	Quebec	Schr—Glt	1875	Esquimaux Point, Que..	54 2	17 0	6 8	36	A. Letellier, Quebec, Que.
107,227	Marie Anne...	"	"	1897	Château Richer, Que....	80 0	21 0	7 0	75	W. Patry, Château Richer, Que.
107,239	Marie Anne	"	"	1894	Caribou Islands, Que....	32 4	11 7	4 8	12	I. T. Comeau, Caribou Islands, Que.
103,627	Marie Anne	"	"	1895	Les Ecureuils, Que... ..	43 6	13 2	3 8	14	Isidore Godin, Les Ecureuils, Que.
80,766	Marie Anne	"	"	1881	St. Irenée, Que	38 5	14 0	5 1	17	Thos. Minville, St. Thomas de Montmagny, Que.
92,340	Marie Anne	"	"	1887	Cap Chatte, Que	58 8	19 8	8 6	61	L. A. Boivin, Cap Chatte, Que.
97,130	Marie Anne	"	"	1891	Ste. Croix, Que	90 0	22 1	7 9	108	X. Boisvert, Ste. Croix, Que.
103,365	Marie Anne	"	"	1894	Murray Bay, Que	64 4	19 0	7 1	59	F. Tremblay, St. Siméon, Que.
121,663	Marie Anne	"	"	1905	St. Simeon, Que	68 4	19 7	7 5	59	Chas. Lajoie, St. Fulgence, Que.
111,616	Marie Antoinette...	"	"	1901	St. Fulgence, Que	61 2	20 8	6 4	46	Hidalla and Eucharist Lavoie, Baie, St. Paul, Que.
66,053	Marie Arthémise	"	"	1870	Rivière du Loup, Que...	46 6	12 8	5 6	22	Onésime Bélanger, Kamouraska, Que.
83,342	Marie Arthémise...	"	"	1881	Baie St. Paul, Que . .	35 9	13 5	5 2	18	Jude Harvey, Isle aux Coudres, Que.
92,764	Marie Bertha	"	"	1887	Cacouna, Que	44 0	11 8	6 0	22	Firmin Paradis, Cacouna, Que.
116,218	Marie Blanche	"	"	1903	Les Eboulements, Que ..	47 6	16 9	5 2	21	Antoine Fournier, St. Roch des Aulnaies, Que.
88,320	Marie Blanche	"	"	1885	St. Siméon, Que.... ..	54 0	17 2	6 8	40	A. Roy dit Desjardins, St. Germain, Que.
111,798	Marie C	Port Hawkesbury...	Sloop	1907	Shelburne, N.S.	38 0	13 1	6 5	18	John Munroe, Aulds Cove, and John O. Strachan, Port Mulgrave, N.S.
103,278	Marie Célia	Chatham, N.B	Schr—Glt	1891	Bathurst, N.B	37 0	12 5	5 2	13	The C. Robin Collas Co., Ltd., Halifax, N.S.
53,850	Marie Celina... ...	Quebec	"	1866	St. Jean Port Joli, Que..	55 0	16 9	7 4	38	Louis Bois, St. Siméon, Que.
111,500	Marie Clarisse	"	"	1901	Isle aux Coudres, Que...	46 0	14 6	5 4	21	Narcisse Degagne, Isle aux Coudres, Que.
103,136	Marie Claude	"	"	1894	Sandy Bay, Que	43 4	14 7	5 4	21	Melisse Simard, La Petite Rivière, St. François, Que.
103,369	Marie Clodia	"	"	1894	Les Escoumains, Que...	64 2	20 2	6 5	52	C. Bélanger, Les Ecoumains, Que.
69,382	Marie du Sacré Cœur	"	"	1876	Esquimaux Point, Que..	57 6	18 0	8 0	46	Elie Pelletier, Cap Chatte, Que.
103,835	Marie Elise	"	"	1896	Isle aux Coudres, Que...	46 2	15 0	5 6	19	N. Harvey, Isle aux Coudres, Que.
72,932	Marie Eliza	"	"	1874	Malbaie, Que	47 0	14 8	6 6	27	John Savard, St. Siméon, Que.
100,366	Marie Elizabeth....	"	"	1891	St. Fidèle, Que	46 8	16 2	5 6	23	Alfred LeBrun, River Ouelle, Que.

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88,315	Marie Emélie	Quebec	Schr—Glt	1884	Baie St. Paul, Que.	60 0	21 7	8 0	56	B. Boudreault, Anse St. Jean, Que.
69,654	Marie Emma	"	"	1874	Les Eboulements, Que.	38 5	12 9	5 8	16	Joseph Bouchard, Baie St. Paul, Que
107,223	Marie Emma	"	"	1897	Bic, Que	64 0	20 2	7 0	56	P. Pineault, Rimouski, Que.
116,716	Marie Emma	"	"	1905	St. Alexis, Que	68 0	22 3	6 1	54	A. Cote, St. Alexis, Que.
73,024	Marie Enesie	Chatham, N.B	"	1877	Pointe Basse, M.I., Que.	61 7	20 2	7 4	47	Benjamin Mathieson, Point Sapin, N.B.
117,182	Marie Etoile	"	"	1905	Caraquet, N.B.	42 0	13 7	5 8	20	J. A. Doiron, Caraquet, N.B.
116,222	Marie Huticaisse	Quebec	"	1903	Isle aux Coudres, Que.	44 4	18 8	5 2	20	Joseph Millar, Bersimis, Que.
80,761	Marie Isabelle	"	"	1881	Les Eboulements, Que.	48 5	18 2	7 8	38	Henry Dinning, Quebec, Que.
66,079	Marie Jeanne	"	"	1873 1895	Grondines, Que Quebec, Que	92 0	23 5	8 4	128	J. Tremblay, Murray Bay, Que.
103,985	Marie Jeanne	"	"	1897	Les Eboulements, Que.	49 4	15 7	6 0	23	B. Bergeron, Les Eboulements, Que.
100,292	Marie Joseph	Chatham, N.B	"	1891	Shippigan, N.B.	36 4	12 3	4 6	12	Lazare Gauvin, Shippigan, N.B.
96,777	Marie Joseph	Port Hawkesbury	"	1894	Cheticamp, N.S.	32 2	11 1	5 4	11	The C. Robin Collas Co., Ltd., Halifax, N.S.
100,452	Marie Joseph	Quebec	"	1892	St. Fulgence, Que.	60 6	20 6	6 0	47	J. B. Couillard, Cap St. Ignace, Que.
107,495	Marie Joseph	"	"	1898	Natashquan, Que.	45 0	13 8	6 0	22	Alfe. Bergeron, Isle aux Coudres, Que. Que.

116,718	Marie Joseph	Quebec	Sloop	1905	La Petite Riviere, St. Francois Xavier, Que.	63	0	19	6	5 6	41	J. Bluteau, La Petite Riviere, St. Francois Xavier, Que.
85,757	Marie Josephine	"	Schr—Glt	1876	St. Michel, Que	31	0	13	5	4 6	11	Narcisse Lévesque, Isle Verte, Que.
107,505	Marie L'Espérance	"	"	1898	Isle aux Coudres, Que	38	4	12	9	4 8	15	Louis Harvey, Isle aux Coudres, Que.
83,346	Marie Laure	"	"	1881	Les Eboulements, Que	49	7	16	8	6 8	33	Amable Létourneau, St. Thomas, Que.
80,741	Marie Léda	"	"	1880	Baie des Mille Vaches, Que.	50	2	16	8	6 4	34	Luc Tremblay, Portneuf, Que.
100,295	Marie Louisa	Chatham, N.B	"	1892	Caraquet, N.B	38	0	13	3	6 4	18	Joseph A. Paulin, Caraquet, N.B.
116,471	Marie Louise	"	"	1903	"	33	0	11	7	5 0	10	Gustave Chiasson, Caraquet, N.B.
75,449	Marie Louise	Gaspé	"	1886	Anticosti	40	0	11	1	4 3	11	Chas. G. Le Bas, Percé, Que.
69,584	Marie Louise	Quebec	"	1873	Natashquan, Que	45	6	15	5	6 3	23	Mrs. Z. Castonguay, Macnider, Que.
69,586	Marie Louise	"	"	1872	Baie St. Paul, Que	48	0	15	5	7 6	31	Alfred Tremblay, La Petite Rivière, St. François-Xavier, Que.
72,940	Marie Louise	"	"	1875	St. Fidèle, Que	42	5	14	0	5 7	22	Dennis Gauthier, St. Fidèle, Que.
73,020	Marie Louise	"	"	1874	Isle aux Coudres, Que	54	1	14	0	5 6	13	Bernard Tremblay, St. Louis, Isle aux Coudres, Que.
73,983	Marie Louise	"	"	1875	Champlain, Que	77	1	21	4	7 7	90	F. Thibaudeau, Portneuf, Que.
100,365	Marie Louise	"	"	1889	Isle aux Grues, Que	35	0	12	8	4 8	13	F. Germain, sr., Quebec, Que.
100,457	Marie Louise	"	"	1892	Grandes Bergeronnes, Que.	52	4	18	6	6 4	38	Alfred Tremblay, Grandes Bergeronnes, Que.
103,611	Marie Louise	"	"	1895	Isle aux Coudres, Que	44	0	14	8	5 7	21	T. Tremblay, Isle aux Coudres, Que.
107,222	Marie Louise	"	"	1897	Bie, Que	50	6	18	6	6 4	39	Charles Couillard, Sandy Bay, Que.
116,720	Marie Louise	"	"	1905	St. Fidele, Que	49	6	15	9	6 2	29	J. Lavoie, St. Fidele, Que.
107,224	Marie Louise Elida	"	"	1897	Isle aux Coudres, Que	53	2	17	0	6 1	31	C. Rioux, Isle Verte, Que.
103,139	Marie Louisiana	"	"	1894	Murray Bay, Que	64	4	19	2	8 1	61	François Foster, M.O., St. Siméon, Que.
80,734	Marie Louisina	"	"	1880	Isle aux Coudres, Que	49	9	15	5	6 2	29	Désiré Morin, L'Islet, Que.
103,628	Marie Nelida	"	"	1896	Tadousac, Que	39	0	12	6	5 6	19	I. Bouliane, Petites Bergeronnes, Que.
88,328	Marie Oliva	"	"	1886	Les Eboulements, Que	48	0	17	0	6 7	33	David Simard, Grand Bay, Que.
00,464	Marie Oliva	"	"	1893	Isle aux Coudres, Que	32	4	12	4	4 8	12	Alex. Blais, Berthier, Que.
4,289	Marie Philomène	"	"	1877	Les Eboulements, Que	60	5	19	0	8 1	63	Mrs. Elizabeth Roy, Baie St. Paul, Que.

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111,497	Marie Posa	Quebec	Sloop	1900	La Petite Rivière, St. François Xavier, Que.	58 6	18 2	5 4	35	Milasse Simard, La Petite Riviére, St. François-Xavier, Que.
111,626	Marie Roseanna	"	Schr—Glt	1901	Baie St. Paul, Que	48 0	15 1	6 0	26	Léon Elie, Baie St. Paul, Que.
125,999	Marie St. Laurent	"	"	1908	Isle-aux-Coudres, Que	52 3	15 8	5 9	31	Joseph and Marcial Harvey, Isle-aux-Coudres, Que.
117,150	Marie Stella	Halifax	"	1906	Grand Desert, N.S.	59 4	16 5	6 5	36	Simon Lapierre, Grand Desert, N.S.
103,092	Marie Stella	Montreal	Sloop	1893	Pierreville, Que	107 7	23 0	8 2	143	J. Donnelly, jr., Kingston, On
100,469	Marie Victoire	Quebec	Schr—Glt	1892	Isle aux Coudres, Que.	40 2	13 9	5 7	20	Ernest Lavoie, Chicoutimi, Que.
72,931	Marie Victoria	"	"	1874	" "	41 4	13 5	6 2	18	Joseph Boily, Baie St. Paul, Que.
74,281	Marie Vigilante	"	"	1863	Isle aux Coudres, Que.	41 2	14 0	5 6	19	Joseph Harvey, Isle aux Coudres, Que.
97,139	Marie Vigilante	"	"	1888	Goose Island, Que.	71 2	19 2	5 0	39	Eucher Lachance, Goose Island, Que.
103,986	Marie Vigilante	"	"	1897	Baie St Paul, Que.	56 0	18 5	7 0	41	Wm. Tremblay, Malbaie, Que.
100,354	Marie Zoé	"	"	1886	Isle aux Coudres, Que.	32 0	11 8	4 4	10	P. Perron, St. Thomas, Montmagny, Que.
121,862	Marina	Lunenburg	"	1906	Lunenburg, N.S.	77 6	22 5	8 8	78	William Schmeisser, M.O., La Have, N.S.
46,498	Mariner	Halifax	"	1866	East Port Medway, N.S.	66 0	20 8	8 2	56	W. C. Henley, Spry Bay, N.S.
111,709	Mariner	Lunenburg	"	1901	Mahone Bay, N.S.	95 7	24 8	9 8	100	Cyrus W. Parks, La Have, N.S.

72,157	Marion	Windsor, N.S.	Schr—Glt	1875	Walton, N.S.	48 2	15 8	6 1	26	Sam. Best, Parrsboro', N.S.
126,184	Marion C.	Shelburne, N.S.	Sloop	1908	Shelburne, N.S.	31 0	11 3	6 3	11	William J. Crowe, Sand Point, N.S.
100,696	Marion Emerson	Pictou, N.S.	Schr—Glt	1895	Murray Harbour, P.E.I.	51 5	16 0	6 5	30	J. W. and J. P. White, J.O., Murray Harbour, P.E.I.
88,662	Marion F.	Chatham	"	1885	Tracadie, N.B	48 4	15 3	6 3	24	Edward Gillis, Tignish, P.E.I.
	Marion L. Breck	Kingston	"	1863	Garden Island, Ont.	127 1	23 5	11 9	298	John McGibbon, Sarnia, Ont.
111,893	Marion T.	Weymouth	"	1904	Belliveau's Cove, N.S.	46 0	18 7	6 5	30	David S. Gaskell, North Head, Grand Manan, N.B.
103,831	Mariposa	Quebec	"	1896	St. Antoine, Que.	98 6	23 4	7 0	115	Z. Gosselin, St. Antoine de Lotbinière, Que.
100,710	Maritana	Pictou, N.S.	"	1903	River John, N.S.	145 6	35 0	14 0	490	Miss Migonette Eden, Mobile, Ala., U.S.A.
103,346	Marjorie	Montreal	Sloop	1895	Dorval, Que.	27 2	9 3	2 6	3	W. G. Ross, Montreal, Que.
112,110	Markland	Victoria	Schr—Glt	1903	Mahone Bay, N.S.	93 5	24 9	9 7	99	The Victoria Sealing Co., Ltd., Victoria, B.C.
94,875	Marquis of Lorne	Montreal	Barge—Chd	1879	Whitehall, N.Y., U.S.A.	101 4	21 8	8 4	163	Norbert Leclaire, Contrecœur, Que.
100,455	Marteau	Quebec	Schr—Glt	1888 1905	Les Escoumains, Que. St. Fidele, Que.	73 2	23 7	6 6	61	Joseph Dufour, St. Fidèle, Que.
92,313	Martha	Liverpool	"	1886	Brooklyn, N.Y., U.S.A.	33 2	12 7	5 0	11	John Arseneau, Margaree, N.S.
107,769	Martha B.	Charlottetown	"	1902	Montague, P.E.I.	37 3	14 6	6 6	19	Simon Shrumps, Glace Bay, N.S.
97,035	Martha Ella	Yarmouth	"	1891	Yarmouth, N.S.	36 4	12 7	5 0	13	George Hamilton, Argyle, N.S.
38,522	Mary	Arichat	"	1874	French Village, N.S.	49 5	16 3	6 4	23	James Mullins, Glace Bay, N.S.
72,077	Mary	Chatham, N.B	"	1870	Shippigan, N.B.	35 3	11 7	4 3	12	P. Robichaud, Shippigan, N.B.
75,896	Mary	"	"	1878	Richibucto, N.B	34 7	12 3	4 3	9	Anthony Gallant, Lot 15, P.E.I.
85,692	Mary	"	"	1880	Caraquet, N.B.	34 0	12 8	4 7	11	J. Gionet, Caraquet, N.B.
111,847	Mary	"	"	1902	"	38 7	13 2	5 4	14	D. Albert, Caraquet, N.B.
103,314	Mary	Port Hawkesbury	"	1893	Cheticamp, N.S.	34 0	10 6	5 0	10	John Boudrot, Eastern Harbour, N.S.
66,066	Mary	Quebec	"	1873	Malbaie, Que.	59 5	18 0	8 0	54	Emile Potvin, St. Alexis, Que.
112,371	Mary A.	Arichat	"	1900	Canso, N.S.	34 0	10 0	5 9	11	Wm. S. Harris, White Haven, N.S.
112,387	Mary A. Dunphy	Sydney	"	1903	Ingonish, N.S.	45 5	14 1	5 5	18	Henry Gibbs, M.O., Halifax, N.S.
94,671	Mary A. W.	Halifax	"	1889	St. Margaret's Bay, N.S.	36 5	11 9	6 0	13	Mary Ann Blakney, St. Margaret's Bay, N.S.

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103,459	Mary Alice	Arichat	Schr—Glt	1898	West Arichat, N.S.	60 8	17 9	7 6	47	Abraham Terrio, West Arichat, N.S.
116,345	Mary Alice	"	"	1903	L'Ardoise, N.S.	36 4	10 0	4 9	10	Patrick E. Sampson, L'Ardoise, N.S.
85,388	Mary Alice	Halifax	"	1883	La Have, N.S	41 0	16 4	6 5	21	Wm. Malcolm, Port Malcolm, N.S.
61,413	Mary Ann	Chatham, N.B	"	1873	Richibucto, N.B.	41 5	12 5	4 8	13	A. Richard, Richibucto, N.B.
	Mary Ann	Dunnville	Barge—Chd	1867	Stromness, Ont.	78 0	15 0	8 0	57	Pigeon River Lumber Co., Port Arthur, Ont.
	Mary Ann	Montreal	"	1860	Sorel, Que	89 2	19 7	5 4	90	Gilbert Pilant, Montreal, Que.
69,440	Mary Ann	Pictou, N.S.	Schr—Glt	1875	Antigonish, N.S.	45 6	15 9	6 0	22	George A.C. McIntosh, Murray River, P.E.I.
71,162	Mary Ann Lydon	Kingston	"	1874	Port Burwell, Ont.	112 0	23 0	10 5	180	Matthew Patterson, Kingston, Ont.
111,479	Mary Atalanta	Arichat	"	1901	River Bourgeois, N.S.	37 6	13 4	5 6	15	Wm. J. LeVesconte, River Bourgeois, N.S.
90,811	Mary Baldwin	Port Hope	"	1876	Sackett Harbour, U.S.A.	34 6	10 3	4 5	7	A. Mathews, Lakeport, Ont.
116,476	Mary Beatrice	Chatham, N.B	"	1903	Tracadie, N.B.	34 0	12 0	4 3	10	Thomas Savoy, Buctouche, N.B.
92,385	Mary Bedford	Kingston	Barge—Chd	1888	Bedford Mills, Ont.	101 0	17 5	4 6	61	Benjamin Tett, Bedford Mills, Ont.
122,181	Mary Bell	Arichat	Schr—Glt	1906	Martinique, N.S.	49 0	16 8	7 0	38	Hubert Sampson, West Arichat, N.S.
100,238	Mary Bell	Halifax	"	1893	Harrigan Cove, N.S.	32 8	11 9	5 7	10	J. A. McDonald, Harrigan Cove, N.S.

88,114	Mary Culmer	Halifax	Schr—Glt	1884	Harbour Island, Bahamas B.W.I.	110 4	27 6	10 4	207	G. C. Hart, Halifax, N.S.
100,380	Mary D	Sydney	"	1893	Little Bras d'Or, N.S.	46 8	16 7	6 2	27	Simeon Deveaux, Bras d'Or, N.S.
88,464	Mary E	Arichat	"	1882	Sandy Cove, N.S.	33 1	11 2	5 2	10	C. W. Rankin, Grindstone, Magdalen Islands, Que.
85,664	Mary E	Halifax	"	1881	Mahone Bay, N.S.	41 6	12 6	5 6	14	Thomas Covey, Indian Harbour, N.S.
92,742	Mary E	Sackville	"	1890	Sackville, N.B.	79 6	25 0	7 2	99	F. C. Palmer, Dorchester, N.B.
52,159	Mary E	St. John, N.B	"	1865	Carleton, N.B.	46 6	14 6	5 7	21	Frederick Buchanan, St. John, N.B.
107,355	Mary E	Sydney	"	1894	Ingonish, N.S.	33 2	12 4	5 2	10	Allan McIntyre, Ingonish, N.S.
117,144	Mary E. Faulkner	Halifax	"	1905	Jeddore, N.S.	42 3	12 0	6 0	14	Angus Nicholson, North Sydney, N.S.
57,485	Mary E. Lent	Annapolis Royal	Bgtn—Bkglt	1872	Freeport, N.S.	86 8	22 2	9 3	96	Wm. Lent, Freeport, N.S.
75,826	Mary E. McDougall	Lunenburg	Schr—Glt	1878 1896	Mahone Bay, N.S. Guysboro', N.S.	87 5	24 9	9 7	98	C. A. Anderson, M.O., Lunenburg, N.S.
116,342	Mary Elda	Arichat	"	1903	River Bourgeois, N.S.	32 6	11 9	5 0	10	Charles Fougere, River Bourgeois, N.S.
122,182	Mary Elizabeth	"	"	1907	" "	34 4	12 0	4 8	11	Placide Burke, River Bourgeois, N.S.
38,393	Mary Elizabeth	Digby	"	1859 1874	West Arichat, N.S.	75 8	23 5	10 2	88	John E. Melançon, Plympton, N. S.
107,056	Mary Ellen	Barrington	"	1855	U.S.A.	65 5	19 5	7 4	56	M. W. Cook, Isaac's Harbour, N.S.
85,695	Mary Ellen	Chatham, N.B	"	1882	Belledune, N.B.	36 1	13 0	4 5	12	Geo. Gordon, Dalhousie, N.B.
77,977	Mary Ellen	Victoria	"	1863	San Francisco, Cal., U.S.A.	75 0	23 7	7 0	63	Victoria Sealing Co., Ltd., Victoria, B.C.
77,970	Mary Emeline	St. Andrews	"	1880	Beaver Harbour, N.B.	36 0	13 2	5 6	18	Jas. Murphy, Grand Manan, N.B.,
103,084	Mary Emma	Chatham, N.B	"	1894	Caraquet, N.B.	36 0	12 7	4 8	11	Wm. Fruing & Co., Ltd., Jersey.
83,156	Mary Everett	Belleville	"	1867 1887	Shannonville, Ont. Oakville, Ont.	120 0	26 0	8 1	198	JohnCooper, Wallaceburg, Ont.
80,026	Mary F	Yarmouth	"	1878	Canning, N.S.	51 2	18 5	5 3	28	A. W. Eakins, Yarmouth, N.S.
107,278	Mary Hendry	Liverpool	"	1899	Liverpool, N.S.	124 2	28 4	11 7	249	Abraham W. Hendry, Liverpool N.S.
116,886	Mary J	Arichat	"	1902	Port Felix, N.S.	35 4	10 6	5 8	11	J. J. Banigan, Cape Canso, N.S.
117,099	Mary J	"	"	1906	River Bourgeois, N.S.	54 8	17 1	6 7	33	Wm. J. LeVesconte, River Bourgeois, N.S.
121,803	Mary J	Yarmouth	Sloop	1904	Cape Island, N.S.	31 0	10 6	6 0	10	M. Atwood, Cape Island, N.S.
92,413	Mary Jane	Chatham, N.B	Schr—Glt	1888	Tracadie, N.B.	37 5	13 0	5 4	14	P. C. Dorion, Caraquet, N.B.

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80,917	Mary Jane	Halifax	Schr—Glt	1880	Cape Wolfe, P.E.I.	69 0	19 0	7 3	55	Thos. Dunlap, Amherst, N.S.
80,819	Mary Jane	Windsor, N.S.	"	1881	Cornwallis, N.S.	32 0	11 0	5 3	9	Wm. C. Bill, Cornwallis, N.S.
74,352	Mary Joseph	Pictou, N.S.	"	1877	Merigomish, N.S.	56 1	18 1	7 4	43	Uriah Matthew, Souris, P.E.I.
96,769	Mary Lambert	Port Hawkesbury	"	1889 / 1899	Cheticamp, N.S.	38 0	12 4	5 4	11	C. Chiasson, Cheticamp, N.S.
92,420	Mary Louise	Chatham, N.B.	"	1889	Pokemouche, N.B.	35 4	13 2	5 2	13	D. Loggie, Church Point, N.B.
100,781	Mary Louise	"	"	1889	Caraquet, N.B.	36 7	12 3	4 5	11	W. S. Loggie Co., Ltd., Chatham, N.B.
111,769	Mary Louise	Kingston	Sloop	1902	Portland, Ont	77 2	18 6	4 2	46	John Brooker, Athens, Ont.
116,881	Mary M.	Arichat	Schr—Glt	1901	L'Ardoise, N.S.	44 5	15 0	6 0	21	David Martell, M.O., L'Ardoise, N.S.
117,053	Mary M. Bell	Canso	"	1906	Port Felix, N. S	30 0	12 0	5 6	10	John Belfountaine, Port Felix, N.S.
122,242	Mary M. Lord	St. Andrews	"	1903	Lubec, Me., U.S.A.	50 6	16 2	7 1	21	Harley E. Ingersoll, Grand Manan, N.B.
111,437	Mary M. Romkey	Quebec	"	1902	Smith's Cove, N.S.	70 5	21 0	9 0	77	Alfred Mercier, Berthier, Que.
83,095	Mary Margaret	Port Hawkesbury	"	1876	South River, P.E.I.	37 1	14 0	6 1	17	J. Chiasson, Murray Harbour, P.E.I.
111,475	Mary Matilda	Arichat	"	1901	St. Peter's, N.S.	37 5	13 9	6 6	15	Fred Pelrine, Larry's River, N. S.
83,434	Mary May	Shelburne	"	1886	Gilberts Cove, N.S.	44 0	15 6	5 8	20	A. J. Firth, Shelburne, N.S.

116,478	Mary O	Chatham, N.B	Schr—Glt	1904	Pt. Misonette, N.B	34 0	11 4	4 6	11	Joseph O. Cormier, Point Misonette, N.B.
88,583	Mary Odell	Yarmouth	"	1884	Argyle, N.S	40 5	13 5	5 0	14	T. Terrio, Meteghan, N.S.
100,957	Mary R	Chatham, N.B	"	1893	Caraquet, N.B	38 1	13 1	5 0	12	W. S. Loggie Co., Ltd., Chatham, N.B.
116,475	Mary Rose	"	"	1904	"	42 1	13 0	5 3	17	Wm. Cormier, Caraquet, N.B.
112,379	Mary S.	Arichat	"	1903	L'Ardoise, N.S	41 3	13 1	5 8	18	F. Sampson, *et al.*, J.O., L'Ardoise, N.S.
77,780	Mary S. Gordon	Goderich	"	1882	Kincardine, Ont	56 0	17 0	4 9	28	John D. Corstan, Owen Sound, Ont
112,161	Mary Star	Chatham, N.B	"	1903	Caraquet, N.B	39 0	13 9	5 6	15	Hyacinthe Le Bouthellier, Caraquet, N.B.
112,150	Mary Star of the Sea	"	"	1902	"	38 8	13 9	5 6	15	L. Friolet, Caraquet, N.B.
111,844	Mary Star of the Sea	"	"	1900	"	59 6	12 9	5 4	14	The C. Robin, Collas Co., Ltd., Halifax, N.S.
116,477	Mary Star of the Sea	"	"	1904	"	41 0	14 4	5 7	20	Ferdinand Savoy, Shippigan, N.B.
83,457	Mary Taylor	Victoria	"	1875	Utsalady, U.S.A	67 0	20 3	8 0	43	Victoria Sealing Co., Ltd., Victoria, B.C.
88,447	Mary W. J	Halifax	"	1884	Mosher's River, N.S	65 8	21 2	7 9	69	David McLeod, Charlottetown, P.E.I.
121,859	Mary W. S	Lunenburg	"	1906	La Have, N.S	74 3	22 5	8 8	74	Samuel Harris, Grand Bank, Nfld.
107,912	Mary & Hilda	St. Andrews	Sloop	1896	Quaco, N.B	30 0	14 6	5 0	17	Mrs. Nancy J. Guptill, Grand Manan, N.B.
*72,675	Mascot	Victoria	Schr—Glt	1875	Seattle, Wash., U.S.A	68 7	19 2	4 6	40	Victoria Sealing Co., Ltd., Victoria, B.C.
126,183	Mathalia	Shelburne	Sloop	1900	Clarke's Harbour, N.S	31 0	11 6	6 4	11	Walter Watts and Elijah Holmes, Sand Point, N.S.
	Matilda	Montreal	Barge—Chd	1873	Yamaska, Que	104 0	22 0	7 6	139	J. Courtean, Nicolet, Que.
121,879	Matilda	Yarmouth	Slo op	1905	Shelbeurne, N.S	32 0	11 0	6 0	10	Ethron P. Crowell, Port LaTour, N.S.
121,854	Mattawa	Lunenburg	Schr—Glt	1906	Lunenburg, N.S	92 0	24 6	9 8	96	Scott Corkum, M.O., Lunenburg, N.S.
100,816	Mattie Morrissey	Canso	"	1891	Shelburne, N.S	52 0	16 6	6 2	24	James Meagher, Canso, N.S.
117,043	Mattie and Charlie	Barrington	Sloop	1903	Clarke's Harbour, N.S	30 0	11 5	5 4	10	F. Nickerson, M.O., Clarke's Harbour, N.S.
103,462	Maud	Arichat	Schr—Glt	1902	Guysboro', N.S	43 0	17 0	5 6	20	Henry Duong, Arichat, N.S.
71,036	Maud	St. John, N.B	"	1876 Yarmouth, N.S. 1900 St. John, N.B		52 0	16 5	6 2	34	Chas. S. Smith, St. Martin's, N.B.
90,269	Maud Carter	Halifax	"	1885	Humber Sound, Nfld	74 9	21 9	9 0	92	M. P. Robertson, Montague, P.E.I.
94,679	Maud Gillam	Halifax	"	1889	Shelburne, N.S	76 0	22 0	8 6	79	Michael Gillam, Channel, Nfld.

* Formerly "Juanita."

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107,999	Maud S	Canso	Schr—Glt	1901	Canso, N.S.	36 6	11 0	6 9	12	John W. Sproule, Canso, N.S.
77,982	Maud S	Port Rowan	"	1880	Georgian Bay, Ont.	52 0	15 0	6 5	21	R. Crooker (address not known)
94,749	Maud S	St. John, N.B.	"	1888	Maquapit Lake, N.B.	65 5	20 5	5 4	63	Isaac H. Carle, Canning, N.B.
100,376	Maud S	Sydney	"	1892	Cow Bay, N.S	36 6	12 4	6 3	13	G. P. Leslie, Spry Bay, N.S.
85,518	Maud S	Toronto	"	1884	Port Credit, Ont	52 3	16 4	3 6	25	Robert Osborne, Bronté, Ont.
92,604	Maudie	Digby	"	1889	Louisburg, N.S.	46 3	15 5	6 4	26	Freeman A. Beardsley, Port Lorne, N.S.
107,477	Maudie Ellen	"	Sloop	1900	Parker's Cove, N.S	29 5	12 8	5 5	14	Clarence Eisnor, Digby, N.S.
111,502	Mavis	St. John, N.B.	"	1900	St. John, N.B.	53 4	14 6	8 1	29	Wm. H. Street, Campo Bello, N.B.
103,088	Max	Chatham, N.B.	Schr—Glt	1893	Caraquet, N.B.	34 4	13 4	4 8	10	M. Cormier, Caraquet, N.B.
122,309	Max C.	Lunenburg	"	1907	Petite Rivière, N.S.	61 8	18 8	7 2	46	Harris Croft, M.O., West Dublin, N.S.
100,227	May	Halifax	"	1893	Sambro', N.S	37 8	11 4	5 0	10	James Howard, Terence Bay, N.S.
80,654	May	Ottawa	Barge—Chd	1880	Montreal, Que.	110 0	22 5	7 2	165	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,206	May	Vancouver	Schr -Glt	1887	Vancouver, B.C.	68 0	18 9	4 4	46	Gordon T. Legg, Vancouver, B.C.
92,581	May B	Gaspé	"	1888	P. E. Island	39 8	12 3	4 9	14	Robert J. Vincent, Montrose, P.E.I.

66,981	May Bell	St. John, N.B	Schr—Glt	1874	Jemseg, N.B	76 0	26 0	6 6	76	H. G. Smith and W. L. Harding, St. John, N.B.
94,793	May English	Richibucto	"	1890	Rexton, N.B	38 0	13 0	5 4	10	Daniel English, Rexton, N.B.
96,840	May Flower	Charlottetown	"	1890	Summerside, P.E.I	61 5	21 6	8 0	60	Warren Wightman, Montague, P.E.I.
107,777	May Flower	Chatham, N.B	"	1900	Shippigan, N.B	39 0	12 8	4 8	11	Octave Benoit, Shippigan, N.B.
69,125	May Flower	Halifax	"	1875	Harbour au Bouche, N.S.	41 0	14 0	6 8	20	Hyacinthe Chiasson, Cheticamp, N.S.
100,614	May Flower	Shelburne	"	1891	Jordan River, N.S	32 0	12 4	5 4	11	J. E. Lloyd, Brighton, N.S.
107,967	May Myree	Lunenburg	"	1900	La Have, N.S	86 0	23 2	9 3	89	Elias Richard, sr., *et al.*, New Dublin, N.S.
75,762	May Queen	Liverpool	"	1877	Liverpool, N.S	41 2	14 3	5 5	17	Wm. Peterson, Liverpool, N.S.
111,896	May Queen	Weymouth	Sloop	1905	Church Point, N.S	36 4	13 0	5 4	15	M. C. Thibodeau, M.O., Church Point, N.S.
107,757	Mayflower	Charlottetown	Schr—Glt	1901	Cascumpec, P.E.I	45 1	13 4	6 2	18	Jas. R. Lumsden, Canso, N.S.
116,307	Mayflower	"	"	1901	West Point, P.E.I	39 4	12 8	4 5	13	John McLeod, Tidnish, N.S.
111,462	Mayflower	Chatham, N.B	"	1900	Miscou Harbour, N.B	33 0	11 6	5 0	10	B. J. Williston, Bay du Vin, N.B.
103,768	Mayflower	"	"	1896	Caraquet, N.B	34 3	12 6	5 0	13	The C. Robin Collas Co., Ltd., Halifax, N.S.
103,184	Mayflower	Digby	"	1895	Shelburne, N.S	46 0	15 5	6 5	26	R. P. Chute, *et al.*, Hampton, N.S.
88,431	Mayflower	Halifax	"	1884	Chezetcook, N.S	39 6	14 8	7 0	21	John Donovan, Ingonish, N.S.
92,576	Mayflower	"	"	1884	Sambro, N.S	37 5	12 6	5 0	13	James Young, Sambro, N.S.
64,864	Mayflower	"	"	1871	Barrington, N.S	35 9	12 8	5 2	14	S. M. Malone, Barrington, N.S.
116,553	Mayflower	Maitland	"	1906	Lower Selmah, N.S.	93 5	27 8	9 0	132	Wm. Anthony, *et al.*, Lower Selmah, N.S.
103,177	Mayflower	Shelburne	"	1891	Little Harbour, N.S	32 3	11 6	5 6	12	A. B. Hamilton, Carleton Village, N.S.
103,057	Mayflower	Yarmouth	"	1894	Shelburne, N.S	34 0	12 4	6 1	12	L. O. Blades, Pubnico, N.S.
103,545	Mayfly	Halifax	Sloop	1896	Dartmouth, N.S	23 5	6 4	3 6	3	Dr. A. W. Cogswell, Halifax, N.S.
107,883	Mazar	Montreal	"	1899	Sorel, Que	98 4	23 0	6 6	107	Canada Quarry & Transportation Co., Ltd., Montreal, Que.
83,315	Mazurka	Port Medway	Schr—Glt	1885	Vogler's Cove, N.S	76 4	23 5	9 2	83	Edward B. Richardson, Halifax, N.S.
92,777	Meda	New Westminster	Sloop	1888	Burrard Inlet, B.C.	31 5	11 4	4 9	10	O. Thomas, M.O., Victoria, B.C.
121,861	Medina A	Lunenburg	Schr—Glt	1906	Lunenburg, N.S	74 2	22 4	8 7	74	Amiel Corkum, M.O., LaHave, N.S.

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gerant, et adresse.
69,593	Medora	Quebec	Barge—Chd	1873	St. Emélie, Que	98 0	23 5	8 2	124	Damase Beaudette, Ste. Emélie, Que.
77,563	Medway	Montreal	Sloop	1873	Sorel, Que	89 9	22 6	6 4	90	M. Mongeau, Sorel, Que.
37,428	Medway Belle	Halifax	Schr—Glt	1854	Broad Cove, N.S	64 0	19 8	7 7	50	Wm. Henderson, Murray Harbour, P.E.I.
107,627	Mein	New Westminster	Barge—Chd	1898	Vancouver, B.C	50 0	14 6	4 0	23	Anglo British Columbia Packing Co., Ltd., Vancouver, B.C.
85,773	Melinda	Montreal	Sloop	1883	Pierreville, Que	94 0	22 1	6 7	102	Alfred Boucher, Sorel, Que.
100,574	Melrose	Barrington	Schr—Glt	1893	LaHave, N.S	63 2	21 9	9 0	71	W. W. Lewis, Louisburg, N.S.
103,556	Melrose	Montreal	"	1895	Kingston, Ont	183 6	35 8	14 0	740	Montreal Transportation Co., Ltd., Montreal, Que.
85,389	Mentor	Halifax	Sloop	1881	Georgetown, P.E.I	21 3	6 5	3 4	2	O. Streidinger, Halifax, N.S.
100,897	Mercedese	Weymouth	Schr—Glt	1896	Belliveau's Cove, N.S	95 5	27 2	9 7	149	Abram Holmes, Lower Granville, N.S.
59,474	Merit	Halifax	"	1871	LaHave, N.S	57 0	18 7	7 2	41	C. Garnier, St. George's Bay, Nfld.
92,600	Merit	Sydney	"	1887	Little Bras d'Or, N.S	34 8	14 3	4 9	13	Alexander LeBlanc, Little Bras d'Or, N.S.
94,986	Merle	Toronto	Sloop	1887	South Boston, Mass., U.S.A.	39 9	12 7	5 5	11	Alex. McL. Macdonald, Toronto, Ont.
80,666	Merlin	Montreal	Barge—Chd	1881	Montreal, Que	106 2	22 3	6 8	146	Dickson Anderson, Montreal, Que.
100,779	Mermaid,	Chatham, N.B	Schr—Glt	1891	Caraquet, N.B	34 7	13 1	4 5	11	W. S. Loggie Co., Ltd., Chatham, N.B.

111,463	Mermaid	Chatham, N.B.	Schr—Glt	1900	Petit Rocher, N.B.	35	8	12	3	4 5	12	Sydney DesBrisay, Petit Rocher, N.B.
111,797	Mermaid	Port Hawkesbury	"	1907	Cheticamp, N.S.	35	6	11	4	6 4	13	Thomas Harris, Cheticamp, N.S.
97,012	Mermaid	St. Catharines	Scow—Chd	1885	Chippewa, Ont.	36	0	7	5	5 1	9	Robt. Sutor, Cayuga, Ont.
100,496	Mermaid	Victoria	Schr—Glt	1853	Fort Frances, Ont.	93	7	20	3	10 0	73	Minister of Marine and Fisheries, Ottawa, Ont.
112,164	Merry Christmas	Chatham, N.B.	"	1903	Little Lemeque, N.B.	38	0	13	5	5 0	13	Celestin Jean, Little Lemeque, N.B.
85,796	Merry May	Charlottetown	"	1884	Mount Stewart, P.E.I.	67	7	21	8	7 2	64	Donald McRae, *et al.*, Charlottetown, P.E.I.
*103,671	Merrythought	Toronto	Sloop	1895	Oakville, Ont.	56	0	12	2	9 0	39	E. G. Staunton, Toronto, Ont.
116,914	Mersey	Liverpool	Schr—Glt	1905	Liverpool, N.S.	117	4	28	5	10 9	191	A. W. Hendry, Liverpool, N.S.
92,317	Mersey	Quebec	Barge—Chd	1888	Point Lévis, Que.	100	0	23	4	5 8	96	John Burstall, Quebec, Que.
38,417	Messenger	Arichat	Schr—Glt	1861	Cheticamp, N.S.	56	8	15	8	6 3	30	Cyprien Burke, River Bourgeois, N.S.
78,030	Messenger	Collingwood	Barge—Chd	1881	Collingwood, Ont.	84	0	21	6	6 8	94	Geo. Moberly, M.O., Collingwood, Ont.
111,553	Messenger	St. Andrews	Sloop	1899	Grand Manan, N.B.	29	8	12	8	5 1	12	Turner Ingersoll, Grand Manan, N.B.
64,949	Meteor	Quebec	Barge—Chd	1871	Ste. Emélie, Que.	97	2	22	0	7 2	105	Z. Gosselin, St. Antoine de Tilly, Que.
107,802	Meteor	St. John, N.B.	Sloop	1897	Deer Island, N.B.	40	8	12	8	6 0	13	Sylvester R. Watt, North Head, Grand Manan, N.B.
113,022	Miantonomah	Charlottetown	Schr—Glt	1872	Newburyport, U.S.A.	80	0	23	1	8 0	72	Edward J. Dicks, Georgetown, P.E.I.
57,728	Mic Mac	Halifax	"	1868	LaHave, N.S.	47	1	17	4	6 9	34	G. R. Davis, Bay of Islands, Nfld.
64,948	Michigan	Quebec	Barge—Chd	1871	Quebec, Que.	122	3	24	5	9 2	206	Dickson Anderson, Montreal, Que.
88,461	Midnight	Halifax	Schr—Glt	1865	Essex, Mass., U.S.A.	71	2	21	4	8 0	66	Samuel H. Whiston, Jeddore, N.S.
92,332	Mignonette	Quebec	"	1886	St. Etienne, Saguenay, Que.	96	5	25	5	11 0	139	Robert Reford, *et al.*, Montreal, Que.
100,300	Mikado	Chatham, N.B.	"	1892	Caraquet, N.B.	35	4	12	5	5 0	13	The C. Robin Collas Co., Ltd., Halifax, N.S.
121,996	Mildred G. Myers	Lunenburg	"	1906	Lunenburg, N.S.	66	3	20	0	7 6	55	Freeman Myers, Cole Harbour, N.S.
111,831	Mildred K	Digby	"	1901	Granville, N.S.	45	5	16	8	6 5	35	Edward Keans, *et al.*, Granville, N.S.
‡72,976	Mildred M	"	"		U.S.A.	63	8	19	5	7 0	52	Maurice D. Peters, *et al.*, Westport, N.S.
121,864	Mildred M. Bell	Lunenburg	"	1906	LaHave, N.S.	64	8	20	5	7 5	54	Charles W. Bell, M.O., LaHave, N.S.
111,523	Mildred P	Yarmouth	"	1895	Port Maitland, N.S.	32	3	11	5	6 0	11	Hugh McManus, Yarmouth, N.S.

* Formerly "Winneta." ‡ Formerly "Mary A. Taylor."

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90,823	Miletus	Lunenburg	Schr—Glt	1888	Port Medway, N.S	76 0	24 0	9 0	96	John J. Oliver, River Inhabitants, N.S.
122,117	Millie	Sydney	"	1907	Ingonish, N.S.	37 7	13 0	6 2	13	John F. Carey, Ingonish, N.S.
121,865	Millie Louise	Lunenburg	"	1906	Mahone Bay, N.S.	85 6	24 0	9 0	80	Abraham Ernst, M.O., Mahone Bay, N.S.
107,111	Millie Mace	"	"	1898	LaHave, N.S.	89 0	24 6	9 5	99	John Burton, Fortune, Nfld.
109,153	Milo	Halifax	"	1891	Lunenburg, N.S	81 1	24 4	9 3	99	Thomas Gannion, Arichat, N.S.
116,736	Milo	"	"	1904	Beckerton, N.S.	46 4	15 0	8 0	23	Joseph Boudrot, Dover, N.S.
111,408	Mindoro	Lunenburg	"	1900	La Have, N.S	91 2	24 0	9 8	80	James Butt and I. R. Parsons, Bay of Islands, Nfld.
126,355	Minion No. 1	Montreal	Scow—Chd	1899	Lachine, Que.	100 8	26 7	7 5	177	Dominion Bridge Co., Ltd., Lachine, Que.
126,356	Minion No. 2	"	"	1899	Lachine, Que.	100 2	26 7	7 5	180	Dominion Bridge Co., Ltd., Lachine, Que.
83,380	Mink	Toronto	Schr—Clt	1880	Gravenhurst, Ont.	52 0	16 0	4 0	19	The Muskoka & Nipissing Navigation Co., Ltd., Gravenhurst, Ont.
83,119	Minnehaha	Halifax	Sloop	1881	Dartmouth, N.S.	26 0	10 2	4 3	7	Capt. Geo. J. Playfair, R.A., Halifax, N.S.
100,224	Minnie	"	Schr—Glt	1892	Sheet Harbour, N.S.	85 6	24 2	10 6	96	A. F. Cameron, Sherbrooke, N.S.
77,628	Minnie	Kingston	Sloop	1878	Howe Island, Ont.	40 0	11 9	4 9	17	R. J. Wilson, Gananoque, Ont.
.....	Minnie	Ottawa	Barge—Chd	1873	Brewer's Mills, Ont.	95 5	20 3	5 8	109	John Eligh and Peter Eligh, J.O., Beckett's Landing, Ont.

*72,067	Minnie	Port Hawkesbury	Schr—Glt	1881	River Bourgeois, N.S.	49	5	17	0	6	3	26	J. Pelham, Janvrin's Harbour, N.S.
83,144	Minnie	St. Catharines	"	1880	Port Dalhousie, Ont.	38	0	9	8	4	9	8	Joseph Adamson, Toronto, Ont.
83,023	Minnie	Toronto	"	1881	Wallaceburg, Ont.	92	0	22	7	4	4	63	James Playfair, Midland, Ont.
111,907	Minnie A.	Arichat	"	1902	River Bourgeois, N.S.	66	0	18	4	7	4	46	A. Sampson, River Bourgeois, N.S.
75,576	Minnie A.	Pictou, N.S.	"	1877 1904	La Have, N.S. Wallace, N.S.	61	8	20	0	7	7	46	Wm. Reid, Wallace, N.S.
107,375	Minnie B.	Sydney	"	1900	Ingonish, N.S.	38	7	11	6	5	1	10	James H. Brewer, Ingonish, N.S.
96,935	Minnie Bell	Charlottetown	"	1890	Wood Island, P.E.I.	49	5	17	1	6	0	36	T. R. Thompson, Tidnish, N.S.
90,722	Minnie Bell	Halifax	"	1886	Musquodoboit Harbour,	34	5	12	6	4	8	11	John Kent, Musquodoboit Harbour, N.S.
75,450	Minnie Bride	Quebec	"	1888	Barachois, Gaspé, Que.	74	5	22	0	9	7	93	Henri Bellez, St. Simeon, Que.
5,533	Minnie C.	Digby	"	1883	Maitland, N.S.	39	0	12	4	5	0	12	Stephen Haynes, Digby, N.S.
72,324	Minnie Cline	St. John, N.B.	"	1877	Moss Glen, N.B.	73	0	19	7	7	3	46	Richard Cline, St. John, N.B.
90,682	Minnie D.	Shelburne	"	1886	Shelburne, N.S.	73	0	21	7	8	8	76	James T. Thomson, Halifax, N.S.
103,606	Minnie D.	Sydney	"	1896	Ingonish, N.S.	33	7	12	1	5	1	9	J. Daphne, Ingonish, N.S.
94,792	Minnie E. Moody	Richibucto	"	1888	Richibucto, N.B.	83	3	24	7	8	9	99	Aime A. Terrio, *et al.*, Arichat, N.S.
107,438	Minnie F.	St. Andrews	Sloop	1895	Grand Manan, N.B.	29	0	11	5	5	0	11	Chester Frankland, Grand Manan, N.B.
88,577	Minnie Francis	Kingston	Barge—Chd	1885	Kingston, Ont.	101	0	22	8	5	0	89	G. B. Magee, Merrickville, Ont.
107,434	Minnie G.	St. Andrews	Sloop	1886	West Isles, N.B.	30	6	12	2	5	6	13	Owen Green, Grand Manan, N.B.
103,023	Minnie H	Parrsboro'	Schr—Glt	1894	Canada Creek, N.S.	37	1	12	7	5	5	12	J. A. Bowser, Sackville, N.B.
116,918	Minnie Harris	Liverpool	"	1906	Liverpool, N.S.	86	0	25	0	9	6	91	Samuel Harris, Grand Bank, Nfld.
88,466	Minnie J	Arichat	"	1893	Sonora, N.S.	30	3	11	2	4	7	10	P. Munro, White Head, N.S.
112,022	Minnie J.	Canso	"	1903	Tancook, N.S.	40	0	12	4	6	9	14	James W. Feltmate, Whitehaven, N.S.
103,416	Minnie J. Smith	Lunenburg	"	1895	Shelburne, N.S.	94	0	23	8	9	5	99	Bowring Bros. Ltd., St. John's, Newfoundland.
111,904	Minnie L.	Arichat	"	1901	Cape George, N.S.	39	2	11	3	5	9	15	Elias Bois, Petite de Grat, N.S.
122,234	Minnie Laura	Barrington	Sloop	1907	Clarke's Harbour, N.S.	36	0	10	8	6	3	11	Joseph Brown, Wood's Harbour, N.S.
107,751	Minnie Laura	Charlottetown	Schr—Glt	1900	Murray Harbour, P.E.I.	50	0	15	9	6	6	31	Reuben W. Penney, Murray Harbour, South, P.E.I.

* Formerly "Philomene D."

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77,631	Minnie Lieuedin. .	Kingston	Barge—Chd	1878	Seely's Bay, Ont.....	94 0	17 7	4 8	61	C. F. Gildersleeve, Kingston, Ont.
38,104	Minnie Long.....	Richibucto.	Schr—Glt	1887	Richibucto, N.B.....	43 1	14 3	5 8	20	Geo. Allen, North Sydney, N.S.
100,249	Minnie M.	Halifax.....	"	1894	Ship Harbour, N.S.....	34 8	12 0	5 2	10	J. P. Martin, Ship Harbour, N.S.
85,400	Minnie M..... . .	Magdalen Islands...	" . .	1901	Old Harry, Que..... ...	39 5	11 5	6 3	13	John J. Bushey, Grand Entry, Magdalen Island, Que.
122,112	Minnie M....	Sydney.....	"	1906	Little Bras D'or, N.S....	32 8	10 9	4 1	7	Arthur Buchanan, St. Anns, N.S.
107,952	Minnie M. Cook ...	Lunenburg	"	1899	La Have, N.S	87 0	24 0	9 3	84	Joshua E. Backman, M.O., Lunenburg, N.S.
116,739	Minnie M. Dora.. .	Halifax.....	"	1904	Spry Bay, N.S.....	36 4	11 8	6 4	14	John Beaver, Spry Bay, N.S.
126,107	Minnie M. Mosher...	Lunenburg.....	"	1908	Mahone Bay, N.S.....	90 8	23 4	9 8	73	William Duff, M.O., Lunenburg, N.S.
83,302	Minnie Mac.....	Charlottetown	"	1882	Port Medway, N.S.. . .	71 0	22 1	8 6	76	Hiram Hyde, M.O., Murray Harbour P.E.I.
90,206	Minnie Maek.....	"	"	1884	Bay St. George, Nfld....	38 2	12 5	5 7	15	John McKlogan, Bay View, Pictou, N.S.
97,052	Minnie Maud.....	Gaspé	"	1891	Liverpool, N.S.	81 0	23 7	8 6	85	C. W. Robert, *et al.*, J.O., Cap Ozo, Que.
85,399	Minnie May.....	Magdalen Islands...	"	1897	Spry Bay, N.S.....	35 2	12 5	5 6	10	Charles Cormier, Amherst, Magdalen Islands, Que.
100,446	Minnie May.....	Canso	"	1896	Sonora, N.S.....	33 7	12 4	5 2	12	Wm. L. Dart, Sandy Cove, N.S.
116,536	Minnie May.....	Lunenburg.....	"	1905	Lunenburg, N.S.....	49 3	16 1	7 2	29	C. Geldert, M.O., Lunenenburg, N.S. N.S.

*61,578	Minnie T.	Sackville	Schr—Glt	1875 1905	Lemeo Head, N.S. Port Elgin, N.B.	90 8	24 3	8 8	89	C. Trenholm, Port Elgin, N.B.
107,702	Minnehaha	Toronto	House-boat	1898	Penetanguishene, Ont.	42 0	23 0	3 0	133	David Davidson, Penetanguishene, Ont.
61,999	Minnow	Lunenburg	Schr—Glt	1871	Petite Rivière, N.S.	58 3	19 6	4 4	35	Hiram Chapman, Northport, N.S.
122,231	Minola	Barrington	Sloop	1905	Clarke's Harbour, N.S.	32 0	11 4	5 8	13	Job E. Nickerson and Thomas Penney, Clarke's Harbour, N.S.
111,574	Minota	Toronto	"	1899	Oakville, Ont.	40 0	9 0	5 3	13	G. H. Aitkin, Chicago, Ill., U.S.A.
100,450	Minto	Canso	Schr—Glt	1899	Canso, N.S.	42 2	13 7	6 9	18	E. C. Whitman, Canso, N.S.
107,791	Minto	St. John, N.B	"	1899	Westville, N.B	63 0	20 0	5 0	49	W. J. McNamara, *et al.*, Round Hill, N.B.
121,905	Mira L. Smith	Barrington	Sloop	1906	Clarke's Harbour, N.S.	33 0	12 1	6 2	14	Thomas F. Smith, Port La Tour, N.S.
126,351	Miramichi, No. 1	Montreal	Scow—Chd	1902	Baie Verte, N.B.	80 0	26 0	7 5	156	Dominion Bridge Co., Ltd., Lachine, Que.
126,352	Miramichi, No. 2	"	"	1902	Baie Verte, N.B.	80 0	26 0	7 5	156	Dominion Bridge Co., Ltd., Lachine, Que.
126,353	Miramichi, No. 3	"	"	1902	Baie Verte, N.B.	84 2	26 7	7 3	130	Dominion Bridge Co., Ltd., Lachine, Que.
126,354	Miramichi, No. 4	"	"	1902	Baie Verte, N.B.	84 2	26 8	7 5	130	Dominion Bridge Co., Ltd., Lachine, Que.
109,873	Miranda B	St. John, N.B.	Schr—Glt	1893	Long Reach, N.B.	73 5	27 0	6 3	79	J. E. Moore, St. John, N.B.
111,700	Miriam F.	Liverpool	"	1902	Port Mouton, N.S.	36 4	11 6	5 7	11	Smith C. Craig, Sable River, N.S.
80,775	Mittie	Sarnia	"	1881	Sarnia, Ont.	54 0	15 5	4 0	18	J. J. Johnson, Boston, Mass., U.S.A.
88,402	Mizpah	Digby	"	1884	Freeport, N.S.	57 9	19 8	7 4	53	Jos. E. Gaskill, Grand Manan, N.B.
111,701	Mizpah	Lunenburg	"	1901	Mahone Bay, N.S.	93 2	25 0	9 6	100	M. B. Westhaver, *et al.*, Lunenburg, N.S.
103,326	Mizpah	Port Hawkesbury	"	1899	Cheticamp, N.S.	35 8	10 7	5 0	10	George LeBrun, Cheticamp, N.S.
126,162	Mogul	Montreal	Dredge Dragué	1906	Cornwall, Ont.	82 6	32 5	6 5	168	Lyon Cohen, Montreal, Que.
85,470	Moïse	Quebec	Barge—Chd	1883	Yamaska, Que.	103 4	22 6	7 3	124	Moïse Robidoux, Yamaska, Que.
116,856	Mollie	Shelburne	Schr—Glt	1905	Shelburne, N.S.	82 0	21 8	8 3	85	J. T. Thomson, Halifax, N.S.
103,599	Mollie Myrer	Charlottetown	"	1897	Souris, P.E.I.	34 0	12 0	5 4	9	Socime Fouchère, Etang du Nord, Magdalen Island, Que.
100,175	Molly Bawn	Montreal	Sloop	1891	Boston, Mass., U.S.A.	26 2	9 0	4 6	4	Walter Kavanagh, Montreal, Que.
116,674	Mona	St. Andrews	Schr—Glt	1893	West Isles, N.B.	36 0	13 4	6 4	18	Edwin H. Richardson, West Isles, N.B.

* Formerly "L. P. Churchill."

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116,851	Mona	Shelburne	Schr—Glt	1904	Shelburne, N.S.	79 0	22 0	8 2	87	James T. Thomson, *et al.*, Halifax, N.S.
116,668	Monarch	Midland	Dredge—dragne.	1906	Welland, Ont.	100 0	36 0	9 3	372	The Canadian Dredge & Construction Co., Ltd., Midland, Ont.
107,998	Money Bush	Canso	Schr—Glt	1901	Port Felix, N.S.	40 0	13 4	6 9	15	Thomas Richard, Port Felix, N.S.
116,282	Monica A. Thomas	Halifax	"	1903	Shelburne, N.S.	65 0	18 2	7 2	46	Charles H. Thomas, Herring Cove, N.S.
116,372	Monitor	Port Arthur	Schr—Glt	1862	Cheboygan, Mich., U.S.A.	130 0	30 0	8 0	214	The Thunder Bay Contracting Co., Ltd., Port Arthur, Ont.
121,687	Monitor	Yarmouth	Sloop	1904	Tusket Wedge, N.S.	32 0	11 0	6 0	10	A. Doucette, Tusket Wedge, N.S.
103,276	Monkland	Chatham, N.B.	Barge—Chd	1894	Chatham, N.B.	106 8	28 7	6 7	148	J. B. Snowball Co., Ltd., Chatham, N.B.
100,361	Montagnais	Quebec	Sloop	1891	Isle aux Coudres, Que.	37 4	14 2	5 4	17	Jacob Mailloux, Isle aux Coudres, Que.
121,665	Montagnaise	"	"	1904	Isle aux Coudres, Que.	32 6	11 9	4 6	13	A. Tremblay, Isle aux Coudres, Que.
116,535	Montana	Lunenburg	Schr—Glt	1905	Lunenburg, N.S.	89 8	24 6	10 0	85	J. A. Silver, M.O., Lunenburg, N.S.
103,979	Montmorency	Quebec	"	1897	Quebec, Que.	68 0	21 4	6 0	51	Onesime Harvey, Grand Bay, Chicoutimi, Que.
.....	Montreal	Montreal	Barge—Chd	1873	Montreal, Que.	143 0	33 3	9 7	337	Montreal Transportation Co., Ltd., Montreal, Que.
121,897	Montrose	Shelburne	Schr—Glt	1906	Shelburne, N.S.	113 0	30 0	11 3	198	E. R. Bowring, St. John's, Nfld.
80,608	Montrose	Yarmouth	"	1880	Salmon River, N.S.	33 0	11 5	5 0	7	G. A. Parker, Lunenburg, N.S.

103,630	Moohauk	Quebec	Sloop	1896	Les Ecureuils, Que	37 6	13 6	5 0	16	Leon Langlois, Les Ecureuils, Que.
111,645	Moran	Lunenburg	Schr—Glt	1901	La Have, N.S	93 8	25 0	10 0	100	Elias Richard, sr., *et al.*, La Have, N.S.
83,283	Moravia	Kingston	Sloop	1882	Kingston, Ont	81 5	18 7	5 0	53	S. H. Pippin, Belleville, Ont.
107,656	Moravia	Lunenburg	Schr—Glt	1899	LaHave, N.S	100 4	25 6	10 0	99	Arthur Crooks, Liscomb, N.S.
122,121	Morelight	Halifax	"	1906	Forchu, N.S.	66 5	18 8	7 8	52	Albert B. Hooper, Forchu, N.S.
90,639	Morell	Charlottetown	"	1883	Georgetown, P.E.I	39 0	13 2	5 1	16	Edward D. Delorey, Georgetown P.E.I.
103,547	Morning Glory	Halifax	"	1896	Ship Harbour, N.S	36 6	12 3	5 0	11	W. E. Murphy, Ship Harbour, N.S.
88,230	Morning Light	Charlottetown	"	1884	Chezetcook, N.S.	44 5	16 5	6 8	28	W. G. Richards, Grand River, P.E.I.
74,065	Morning Light	Windsor, Ont	Sloop	1876	Anderson, Ont	45 6	13 0	2 4	14	H. J. Stricker, Shrewsbury, Ont.
88,669	Morning Star	Chatham, N.B	Schr—Glt	1881	Pokemouche, N.B	32 2	11 4	4 5	12	Gustave Gionet, Pokemouche, N.B.
117,188	Morning Star	"	"	1906	Shippigan Island, N.B	38 6	13 3	5 6	14	Romain Noel, (son of Jacques) Shippigan Island, N.B.
83,100	Morning Star	Port Hawkesbury	"	1884	Port Royal, N.S	34 8	12 2	5 2	13	Matthew Maddox, Grandigue, N.S.
80,677	Moses	Montreal	Barge—Chd	1881	Montreal, Que	61 0	19 9	4 2	41	The Gilbert Blasting & Dredging Co., Ltd., Montreal, Que.
103,839	Move	Quebec	Schr—Glt	1896	Château Richer, Que	34 0	11 8	4 6	11	H. Caron, Château Richer, Que.
107,538	Mowgli	St. John, N.B	Sloop	1895	Yarmouth, N.S	24 4	9 1	3 8	4	E. A. Whelpley, Fairville, N.B.
80,914	Mowhawk	Prescott	Barge—Chd	1872	Garden Island, Ont	154 0	26 7	10 8	341	Alex. Rondeau, Lanoraie, Que.
100,719	Mudine	Montreal	Sloop	1889	Brooklyn, N.Y., U.S.A.	26 0	9 8	2 8	5	George R. Marler, Montreal, Que.
100,631	Mudlark	Victoria	Barge—Chd	1890	Victoria, B.C	90 0	30 0	6 0	139	R. P. Rithet & Co., Ltd., Victoria, B.C.
116,868	Mudpout Scow	Ottawa	"	1904	Hull, Que	40 0	16 0	4 4	23	The E. B. Eddy Company, Ltd., Hull, Que.
111,473	Murdock Finlayson	Arichat	Schr—Glt	1900	L'Ardoise, N.S	73 1	21 1	8 8	80	Duncan Finlayson, L'Ardoise, N.S.
90,542	Muriel	Ottawa	Barge—Chd	1886	Montreal, Que	121 9	24 6	7 5	192	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
85,760	Muriel	Quebec	Yawl—Yole	1883	St. Laurent, Que	40 8	15 5	5 0	19	John D. Gilmour, Quebec, Que.
107,985	Muriel	Shelburne	Schr—Glt	1900	Sable River, N.S	49 1	15 4	6 5	25	Silas Sencabaugh, Murray Harbour, P.E.I.
126,113	Muriel B. Walers	Lunenburg	"	1908	Lunenburg, N.S	97 6	25 8	10 2	98	Joshua E. Backman, M.O., Lunenburg, N.S.
117,051	Muriel G	Canso	"	1904	White Haven, N.S	41 6	15 0	6 6	21	Alden Munroe, White Haven, N.S.

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122,007	Muriel M. Young	Lunenburg	Schr—Glt	1906	Lunenburg, N.S.	103 8	26 1	10 2	100	John B. Young, M.O., Lunenburg, N.S.
122,103	Muriel S	Yarmouth	Sloop	1905	Cape Island, N.S.	30 0	10 6	6 0	10	Thomas Symonds, Cape Island, N.S.
107,298	Murray B	Annapolis Royal	Schr—Glt	1901	Margaretsville, N.S.	59 0	19 7	7 1	43	Sidney Blenkhorn, Canning, N.S.
	Muskoka	Montreal	"	1872	Chatham, Ont	149 0	26 0	11 6	481	Montreal Transportation Co., Ltd., Montreal, Que.
83,310	Myosotis	Arichat	"	1884	Port Medway, N.S	80 0	23 5	8 8	93	Alfred Boudrot, Arichat, N. S.
100,606	Myra Louise	Lunenburg	"	1893	Lockeport, N.S.	46 0	14 0	6 0	17	Armenious Strum, M.O., Mahone Bay, N.S.
85,477	Myrtle	Barrington	"	1883	Shelburne, N.S	80 5	22 7	8 8	91	G. Cunningham, Halifax, N.S.
111,668	Myrtle	Montreal	Barge—Chd	1902	Charlemagne, Que	96 4	26 4	5 3	92	The Charlemagne & Lac Ouareau, Lumber Co., Ltd., Montreal, Que.
107,801	Myrtle	St. John, N.B	Sloop	1898	St. John, N.B	26 5	8 4	3 0	5	Edward N. Herrington, St. John, N.B.
103,175	Myrtle	Halifax	Schr—Glt	1894	Little Harbour, N.S	33 6	12 0	4 9	10	Silas Morash, Halifax, N.S.
*116,687	Myrtle Mack	Richibucto	"	1865	Bath, Me., U.S.A	46 4	14 2	5 2	20	John Donald McLeod, Tidnish, N.S.
88,425	Myrtle Purdy	St. John, N.B	"	1884	Chipman, N.B.	77 3	26 5	7 0	85	Willard Wilbur, New Horton, N.B.
116,897	Myrtle S	Yarmouth	Sloop	1904	Sanford, N.S.	35.0	12.0	6.0	12	Alexander Shaw, Sanford, N.S.
†94,853	Myrtle V. Hopkins	Liverpool	Schr—Glt	1889 1908	Port Greville, N.S. Liverpool, N.S.	108 0	28 4	9 4	158	Isaac A. Hopkins, Halifax, N.S.

*Foreign name "Pierbastah." †Formerly "Keewaydin."

85,442	Mystery	St. John, N.B.	Schr—Glt	1883	Cornwallis, N.B	40 0	13 2	6 0	14	C. W. Thompson, St. John, N.B.
100,640	Mystery No. 1	Victoria	Scow—Chd	1889	Vancouver, B.C.	84 0	25 8	5 0	89	T. Earle, Victoria, B.C.
100,641	Mystery No. 2	"	"	1889	Vancouver, B.C	76 0	24 0	5 0	74	T. Earle, Victoria, B.C.
126,164	N. G	Montreal	Sloop	1908	St. Michel, Que.	110 3	23 1	7 9	143	Noe Gervais, St. Michel d'Yamaska, Que.
75,627	N. W. White	Quebec	Schr—Glt	1878	Jordan River, N.S	82 0	22 8	9 2	99	Joseph Samson, Quebec, Que.
97,197	N. Paul	Montreal	Barge—Chd	1890	Sorel, Que	100 1	22 9	8 5	126	Wm. J. Poupore, Montreal, Que.
116,785	Nada	Vancouver	Sloop	1904	Sechelt, B.C.	37 0	11 5	5 4	11	J. H. Cavanagh *et al.*, J.O., Vancouver, B.C.
107,681	Nadine	Montreal	Barge—Chd	1899	Toronto, Ont.	166 0	29 8	12 6	484	Montreal Transportation Co., Ltd., Montreal, Que.
116,530	Nahada	Lunenburg	Schr—Glt	1905	Lunenburg, N.S	88 6	24 6	9 5	94	H. Wynacht, M.O., Lunenburg, N.S.
116,392	Naiad	Sarnia	"	1863	Huron, Mich., U.S.A	140 6	29 0	11 6	276	J. E. Williscroft, Southampton, Ont.
90,543	Naomi	Ottawa	Barge—Chd	1886	Montreal, Que	122 5	24 6	7 6	196	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
	Napoléon	Montreal	"	1866	Gentilly, Que	90 8	23 1	5 9	83	Octave Lafleur, St. Jean, Que.
103,249	Napoléon	"	"	1894	Sorel, Que	104 6	22 7	8 3	167	The Robert Reford Co., Ltd., Montreal, Que.
103,629	Napoléon	Quebec	Sloop	1895	Les Ecureuils, Que	64 8	21 4	5 7	47	A. Lemieux, Les Ecureuils, Que.
92,547	National	Montreal	"	1886	Pierreville, Que	108 7	22 8	8 1	151	Mrs. E. Lalonde, Montreal, Que.
116,346	Native of Foucher	Arichat	Schr—Glt	1903	Foucher, N.S	43 0	11 9	5 1	16	John D. McLeod, Foucher, N.S.
35,419	Nautilus	St. Andrews	"	1862	St. Andrews, N.B	46 0	15 0	6 2	19	H. C. Harris, Centreville, N.S.
70,294	Nebraska	Montreal	Barge—Chd	1874	Quebec, Que	151 5	26 8	11 2	388	Alphonse Desrosierre, Lanoraie, Que.
85,774	Negociant	"	Sloop	1884	St. Thomas de Pierreville Que.	105 4	22 3	7 7	129	Urbain Laroche, Sorel, Que.
77,680	Neil Dow	Charlottetown	Schr—Glt	1878	Murray River, P.E.I	56 7	16 4	6 7	48	Wm. Irving, Richibucto, N.B.
107,638	Nellie	New Westminster	Barge—Chd	1898	Seattle, Wash., U.S.A	28 0	8 0	3 0	5	Thomas H. Worsnop, Atlin, B.C.
107,607	Nellie	Weymouth	Schr—Glt	1901	Meteghan River, N.S	68 0	21 0	8 2	59	L. F. Barkhouse and E. C. Bowers, Westport, N.S.
90,892	Nellie	Yarmouth	"	1889	Tusket Wedge, N.S	68 9	29 1	7 3	59	N. J. B. Tooker, *et al*, Yarmouth, N.S.

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112,288	Nellie D.	Digby	Schr—Glt	1903	Mavillette, N.S.	53 8	19 0	7 7	32	Connors Bros., Ltd., Blacks Harbour, N.B.
85,665	Nellie D	Halifax	"	1881	Lunenburg, N.S.	36 2	12 7	5 7	12	Andrew Mason, Pope's Harbour, N.S.
111,782	Nellie G. Thurston	Victoria	"	1883	Gloucester, Mass., U.S.A	79 0	22 6	8 5	81	E. J. Fader, New Westminster, B.C.
72,977	Nellie H. Ham	Barrington	"	1873	U.S.A.	49 5	14 7	6 3	26	Francis A. Brannen, Barrington, N.S.
71,174	Nellie Hunter	Kingston	"	1874	Dog Lake, Ont.	101 0	25 0	9 7	172	Jos. Darian, Lanoraie, Que.
103,800	Nellie J. King	Shelburne	"	1900	Shelburne, N.S.	90 0	23 3	9 2	99	George H. King, Sand Point, N.S.
107,920	Nellie L.	St. Andrews	Sloop	1900	West Isles, N.B	36 4	14 0	6 6	17	Austin Levy, Grand Manan, N.B.
116,299	Nellie M. Snow	Charlottetown	Schr—Glt	1871	Booth Bay, Me., U.S.A.	77 0	22 2	7 4	75	Jacob W. Duggan, Boston, Mass., U.S.A.
83,060	Nellie Morrow	Gaspé	"	1882	Sable River, N.S.	80 0	22 5	8 9	88	Thomas Smith, Ottawa, Ont.
121,811	Nellie Myrtle	Digby	"	1905	Parker's Cove, N.S.	29 0	10 5	5 8	11	Alfred Toner, Mispec, N.B.
92,685	Nellie Reid	Pictou, N.S.	"	1891	Brulé, N.S	80 3	21 6	8 9	79	Charles Reid, Brulé, N.S.
92,368	Nellie Watters	St. John, N.B.	"	1887	Canning, N.S.	79 5	26 5	7 0	96	B. B. Bishop, Hopewell Cape, N.B.
103,559	Nelson	Montreal	Sloop	1896 1908	St. Thomas de Pierreville, Que. Notre Dame de Pierreville, Que.	108 9	23 0	7 3	126	Zoel Yergeau, Pierreville, Que.
111,875	Nelson A.	Yarmouth	Schr—Glt	1902	Shelburne, N.S.	75 0	22 0	5 9	72	The Yarmouth Trading Co., Ltd., Yarmouth, N.S.

117,132	Nema D	Barrington	Sloop	1904	Port La Tour, N.S	33	0	11	0	6	0	10	J. C. Brannen, M.O., Port La Tour, N.S.
122,457	Nema & Mellie	Yarmouth	"	1907	Cape Negro, N.S	30	0	11	0	6	0	11	Sanford Slate, M.O., Cape Negro, N.S.
85,396	Neptune	Magdalen Islands	Schr—Glt	1889	Amherst, M.L., Que	54	6	16	9	7	4	34	Alexander G. McLeod, Point Ste. Anne, N.S.
37,470	Neptune	Liverpool	"	1839	Lunenburg, N.S	48	0	15	9	7	0	27	P. D. Cohoon, East Port Medway, N.S.
103,294	Neptune	New Westminster	Barge—Chd	1894	Kootenay Lake, B.C	58	0	15	5	3	7	21	R. Yuill, Kaslo, B.C.
80,843	Nettie B. H	Halifax	"	1880	Clam Harbour, N.S	42	5	15	5	6	3	23	Albert E. Edwards, M.O., Dartmouth, N.S.
116,232	Nettie M.	Digby	Sloop	1903	Clarke's Harbour, N.S	32	5	12	0	6	0	12	Wm. McDormand, *et al.*, Westport, N.S.
94,667	Nettie M. G	Halifax	Schr—Glt	1889	Mahone Bay, N.S.	48	4	17	7	7	3	32	M. Lynch, sen., Ferguson's Cove, N.S.
69,145	Neva	"	"	1875	Pomquet, N.S	97	5	27	9	10	4	167	W. W. Clarke, M.O., Bear River, N.S.
103,539	Neva	"	"	1882	Pennant, N.S	33	5	11	0	5	5	11	H. D. Maryatt, Sambro, N.S.
	Neva	Montreal	Barge—Chd	1869	Sorel, Que	91	5	18	9	5	1	92	T. Owens, Stonefield, Que.
116,552	Nevis	Maitland	Schr—Glt	1903	Noel, N.S	92	1	25	8	8	6	124	Charles N. Hines, Noel, N.S.
85,703	New Dominion	Wallaceburg	"	1868	Port Rowan, Ont	117	5	25	3	9	2	196	Geo. H. Morden, Oakville, Ont.
107,968	New Era	Liverpool	"	1900	Mahone Bay, N.S	95	2	25	7	10	2	116	Charles V. Mackintosh, Liverpool, N.S.
100,895	New Home	Weymouth	"	1896	Church Point, N.S	48	0	17	2	6	9	31	Arthur Doucette, *et al.*, Mavillette, N.S.
112,006	New Ontario	Port Arthur	Pile-driver	1898	Duluth, Minn., U.S.A	50	0	20	0	2	8	17	James Whalen, Port Arthur, Ont.
94,833	News Boy	Port Medway	Schr—Glt	1877	Vinal Haven, U.S.A	36	5	12	8	5	5	61	Calvin A. Bowlby, Port Medway, N.S.
90,568	Newsboy	Toronto	"	1885	Bronté, Ont	67	5	18	9	4	5	40	Lemuel Dorland, Bronté, Ont.
90,861	Nicanor	Lunenburg	Barge—Chd	1886	Mahone Bay, N.S	140	3	31	0	17	0	393	Dominion Coal Co., Ltd., Sydney, N.S.
122,008	Nicola	"	Schr—Glt	1906	Lunenburg, N.S	99	8	23	7	10	2	99	Eleazer Zinck, M.O., Lunenburg, N.S.
103,854	Nifti	Halifax	Sloop	1897	Dartmouth, N.S	23	6	6	6	4	0	2	John M. Geldert, Halifax, N.S.
89,882	Nile	Dorchester	Bgtn—Bkglt	1857	Maryland, U.S.A	96	6	24	6	8	2	164	Judson Edgett, Brooklyn, N.Y., U.S.A.
122,311	Nile	Lunenburg	Schr—Glt	1907	La Have, N.S	57	8	17	0	7	4	38	John S. Wolfe, M.O., West Dublin, N. S.
107,322	Nim	Halifax	Sloop	1897	Mahone Bay, N.S.	28	8	7	5	4	2	3	Edward C. Bethune, Halifax, N.S.
80,841	Nina	"	"	1880	Owl's Head, N.S	34	8	13	2	5	4	13	Jos. E. Parker, Owl's Head, N.S.

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112,104	Nina	Lunenburg	Schr—Glt	1903	Lunenburg, N.S.	42 0	11 6	5 1	10	Arthur M. Sperry, West Dublin, N.S.
94,830	Nina Blanche	Weymouth	"	1893	Belliveau's Cove, N.S.	50 0	17 2	7 0	31	A. W. Porter, Westport, N.S.
126,135	Nina S.	Halifax	"	1908	Tancook, N.S.	44 0	12 2	6 2	19	Jeremiah Slaunwhite, Terence Bay, N.S.
121,726	IX.	Vancouver	Scow—Chd	1906	Vancouver, B.C.	90 2	30 3	7 7	104	The Union SS. Co., of British Columbia, Ltd., Vancouver, B.C.
	Nine (9)	Montreal	Barge—Chd	1871	Pierreville, Que.	93 5	19 2	5 5	100	N. Vigneau, Montreal, Que.
103,387	Ninety-six	Winnipeg	"	1896	Keewatin, Ont.	52 0	13 5	6 3	26	Dominion Fish Co., Ltd., Winnipeg, Man.
103,323	Nita	Port Hawkesbury	Schr—Glt	1899	Port Mulgrave, N.S.	48 0	14 6	6 6	22	R. J. McDonald, Port Hastings, N.S.
107,628	Nith	New Westminster	Barge—Chd	1898	Vancouver, B.C.	50 0	14 6	4 0	23	The Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
112,090	Noble H	Lunenburg	Schr—Glt	1902	Mahone Bay, N.S.	87 8	24 7	9 4	95	Abraham Ernst, Mahone Bay, N.S.
107,588	Nogey	Lindsay	Barge—Chd	1898	Bobcaygeon, Ont.	69 7	19 4	5 0	68	Robert Kennedy, Lindsay, Ont.
74,330	Nokomis	Yarmouth	Schr—Glt	1877	Tusket Wedge, N.S.	71 7	20 4	8 3	68	N. Smith, Halifax, N.S.
103,861	Nomad	Halifax	Cutter	1898	Dartmouth, N.S.	30 2	7 8	4 5	5	C. L. Newman, Halifax, N.S.
92,636	Nonpareil	Lunenburg	Schr—Glt	1888	Lunenburg, N.S.	73 6	23 0	8 9	88	Augustus Vincent, Bay St. George, Nfld.
116,660	Nora	Yarmouth	Sloop	1904	Cape St. Mary's, N.S.	37 0	11 3	4 6	11	Stephen A. Doucette, M.O., Cape St. Mary's, N.S.

71,097	Norah	Belleville	Sloop	1880	Trenton, Ont.	52 0	15 0	5 0	30	R. C. Smith, Port Hope, Ont.
.....	Nore	Montreal	Barge—Chd	1866	Sorel, Que	91 9	18 9	6 1	95	F. LaRivière, Plantagenet, Ont.
100,387	Norina	Sydney	Schr—Glt	1894	St. Ann's, N.S.	47 0	17 2	7 1	31	J. McLeod, St. Ann's, N.S.
112,081	Norman	Kenora	Barge—Chd	1902	Norman, Ont.	63 0	16 0	5 8	47	Hugh Armstrong, Portage-la-Prairie, Man.
64,029	Norman B.	Digby	Schr—Glt	1870	Tiverton, N.S.	47 8	14 2	6 7	20	Abraham Lent, Freeport, N.S.
103,284	Normandy	Chatham, N.B.	"	1893	Shippigan, N.B.	35 0	12 0	4 8	11	P. Rive, Caraquet, N.B.
80,601	North America	Arichat	"	1880	Yarmouth, N.S.	91 0	24 6	9 8	99	Martin S. Sampson, Desconse, N.S
83,107	North Star	Charlottetown	"	1881	Chezetcook, N.S.	46 8	16 5	6 8	26	Murdoch Finlayson, Pinette, P.E.I.
83,378	North West	Toronto	"	1882	Bronté, Ont.	75 5	20 0	6 0	57	Edmund Goldring and Francis Goldring, Whitby, Ont.
66,081	Northern Bridge	Quebec	"	1874	Kamouraska, Que.	46 5	13 9	5 2	20	Elzear Tremblay, St. Siméon, Q u
92,771	Northern Light	New Westminster	"	1887	New Westminster, B.C.	35 0	12 0	4 0	12	Geo. B. Main, Ladner, B.C.
72,583	Norway	Quebec	"	1873 / 1881	Garden Island, Ont.	135 5	26 0	11 9	332	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.
100,332	Norwood	Maitland	Ship—3 m	1891	Maitland, N.S	235 3	42 7	21 0	1597	Alex. Roy, Maitland, N.S.
92,538	Notre Dame de Bonsecours.	Montreal	Sloop	1887	Lanoraie, Que	108 4	24 3	8 3	152	Louis E. Bonaventure, Lanoraie, Que
55,870	Notre Dame de la Garde.	Quebec	Schr—Glt	1866	Natashquan, Que.	42 0	15 7	6 5	23	S. Robertson, Spear Point, Gaspé, Que.
103,879	Notre Dame de Pierreville.	Montreal	Sloop	1897	Notre Dame de Pierreville, Que.	106 2	23 1	7 4	139	J. B. Desmarais, St. François du Lac, Que.
74,365	Nova Stella	Arichat	Schr—Glt	1877	Lockeport, N.S.	63 0	21 2	7 5	53	L. N. Poirier, Descouse, N.S.
88,342	Nova Zembla	Lunenburg	"	1883	Lunenburg, N.S.	74 8	23 2	8 7	79	Jessie M. Hanson, Port Mulgrave, N.S.
107,389	No. C	Ottawa	Barge—Chd	1898	Cornwall, Ont	79 5	20 0	5 2	55	John L. Wood, Montreal, Que.
107,388	No. D	"	"	1897	Belleville, Ont	50 0	20 0	3 5	24	" "
122,125	No. 1	Halifax	Dredge—Drague	1906	Mahone Bay, N.S.	60 5	25 8	5 7	153	Henry Beazley, M.O., Halifax, N.S.
80,678	No. 1	Montreal	Barge—Chd	1881	Sorel, Que.	108 0	22 6	7 1	157	Narcisse Paul, Sorel, Que.
80,686	No. 1	"	"	1873	Pierreville, Que.	77 0	22 0	5 5	59	M. Fréchette, Sorel, Que.
107,390	No. 1	Ottawa	"	1895	Ottawa, Ont.	64 5	20 5	5 0	57	L. E. Dufresne, *et al.*, J.O., Three Rivers, Que.
107,615	No. 1	"	"	1893	Ostoboning Lake, Que.	37 0	16 0	3 2	14	H. F. McLachlin and Claude McLachlin, Arnprior, Ont.

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103,036	No. 1	Ottawa	Scow—Chd	1889	Mattawa, Ont	63 0	14 6	3 6	35	Canadian Pacific Railway Co., Montreal, Que.
103,637	No. 1	"	Barge—Chd	1894	Kippewa, Que	50 0	13 0	3 0	31	Peter Whelen, Ottawa, Ont.
103,845	No. 1	"	Barge—Chd	1895	Rockland, Ont	91 8	20 2	5 3	74	W. C. Edwards & Co., Ltd., Rockland, Ont.
100,520	No. 1	Parrsboro'	Schr—Glt	1893	St. John, N.B	147 4	35 3	10 0	439	Cumberland Railway & Coal Co., Montreal, Que.
121,931	No. 2	Halifax	Barge—Chd	1905	Dartmouth, N.S	70 5	26 3	5 7	164	Henry Beazley, M.O., Halifax, N.S.
80,687	No. 2	Montreal	"	1873	Pierreville, Que	92 0	22 3	6 0	80	D. Lesperance, St. Aimé, Que.
80,679	No. 2	"	"	1881	Sorel, Que	108 0	22 6	7 0	155	Sincennes McNaughton Line, Ltd., Montreal, Que.
	No. 2	"	"	1858	Montreal, Que	90 6	18 6	5 8	78	J. R. St. Amour, Montreal Que.
103,037	No. 2	Ottawa	"	1889	Mattawa, Ont	63 0	14 6	3 6	35	Canadian Pacific Railway Co., Montreal, Que.
103,638	No. 2	"	"	1895	Ostoboning, Que	40 5	14 0	3 0	24	Peter Whelen, Ottawa, Ont.
121,788	No. 2	"	Scow—Chd	1906	Hull, Que	55 4	18 5	4 8	40	L. E. Dufresne, *et al.*, J.O., Three Rivers, Que.
103,846	No. 2	"	Barge—Chd	1895	Rockland, Ont	91 8	20 2	5 3	74	W. C. Edwards & Co., Ltd., Rockland, Ont.
100,521	No. 2	Parrsboro'	Schr—Glt	1893	Black River, N.B	146 2	35 3	10 0	433	Cumberland Railway & Coal Co., Montreal, Que.
103,038	No. 3	Ottawa	Scow—Chd	1888	Mattawa, Ont	55 0	16 0	3 4	25	Canadian Pacific Railway Co., Montreal, Que.

100,523	No. 3.	Parrsboro'	Schr—Glt	1893	Gardner's Creek, N.B.	146 7	35 2	10 0	431	Cumberland Railway & Coal Co., Montreal, Que.
103,039	No. 4.	Ottawa	Scow—Chd	1888	Mattawa, Ont	70 0	18 0	4 0	37	Canadian Pacific Railway Co., Montreal, Que.
100,526	No. 4.	Parrsboro'	Schr—Glt	1893	St. Martin's, N.B.	146 8	35 3	10 0	439	Cumberland Railway & Coal Co., Montreal, Que.
122,227	No. 5.	Montreal.	Dredge—Drague	1904	Toronto, Ont.	90 2	30 0	7 2	271	The Randolph Macdonald Co., Ltd., Toronto, Ont.
107,387	No. 5.	Ottawa	Barge—Chd	1898	Hull, Que	34 0	16 0	2 6	7	Hugh Fleming, Cornwall, Ont.
100,529	No. 5.	Parrsboro'	Schr—Glt	1893	Black River, N.B.	146 6	35 1	10 5	443	Cumberland Railway & Coal Co., Montreal, Que.
122,228	No. 6.	Montreal	Dredge - Drague	1902	Coteau du Lac, Que.	71 1	30 1	4 9	171	Gaspard Deserres, Montreal, Que.
112,327	No. 6.	Parrsboro'	Schr—Glt	1903	Parrsboro', N.S.	170 0	35 4	12 5	536	Cumberland Railway & Coal Co., Montreal, Que.
116,324	No. 7.	"	"	1903	Parrsboro', N.S.	170 0	35 4	12 5	536	Cumberland Railway & Coal Co., Montreal, Que.
.....	No. 24.	Montreal.	Barge—Chd	1862	Sorel, Que	94 5	19 0	6 9	116	Sincennes McNaughton Line, Ltd., Montreal, Que.
107,383	No. 31.	Ottawa	Scow—Chd	1898	Hull, Que.	40 9	16 0	3 6	17	E. G. Laverdure, Ottawa, Ont.
107,384	No. 33.	"	"	1898	"	40 9	16 0	3 6	17	" "
.....	No. 38.	Montreal	Barge—Chd	1870	Sorel, Que	91 1	18 8	6 0	90	Louis Gareau, Lachine, Que.
117,171	No. 41.	Windsor, Ont.	Scow—Chd	1891	Saginaw, Mich., U.S.A	112 5	25 5	8 6	247	A. F. Bowman, *et al.*, J.O., Southhampton, Ont.
117,172	No. 42.	"	"	1891	" "	112 5	25 3	8 6	245	" "
107,263	No. 1 Calumet	Ottawa	Barge—Chd	1898	Aylmer, Que.	51 5	12 2	3 0	32	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,264	No. 2 Calumet	"	"	1898	Aylmer, Que.	51 5	12 2	3 0	32	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,617	No. 5 Deep River	"	"	1899	Pembroke, Ont.	52 3	13 2	3 0	28	" " "
107,618	No. 6 Deep River	"	"	1899	"	52 3	13 2	3 0	28	" " "
107,261	No. 1 Quyon	"	"	1898	Quyon, Que.	51 5	12 2	3 0	32	" " "
107,262	No. 2 Quyon	"	"	1898	"	51 5	12 2	3 0	32	" " "
122,136	Nyctia	Yarmouth	Sloop	1905	Shag Harbour, N.S.	30 0	11 0	6 0	10	Edgar Adams, Shag Harbour, N.S.
59,367	Nymph.	St. Andrews	Schr—Glt	1875	Grand Manan, N.B.	34 0	12 5	4 8	11	Robert Spear, Eastport, Me., U.S.A.

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96,770	O. L. B.	Port Hawkesbury	Schr—Glt	1893	Cheticamp, N.S.	37 1	11 7	5 0	12	G. Boudrot, Cheticamp, N.S.
116,802	O. P.	Sorel	Sloop	1904	Sorel, Que.	103 1	23 3	6 4	118	Francois Dussault, St. Jean Deschaillons, Que.
77,571	O. E. Owens	Montreal	Barge—Chd	1877	Hull, Que	90 4	19 5	6 2	85	W. Owens and T. Owens, Stonefield, Que.
94,779	O. P. Silver	Lunenburg	Schr—Glt	1889	Lunenburg, N.S.	76 6	23 6	8 6	70	Edward LeBlanc, West Arichat, N.S.
54,139	Ocean Belle	Halifax	"	1866	Chezetcook, N.S.	41 8	14 7	6 1	20	E. McCallum, Bryon Island, M.I., Que.
85,632	Ocean Belle	Victoria	"	1883	Lunenburg, N.S.	74 4	22 5	9 2	87	Victoria Sealing Co., Ltd., Victoria, B.C.
121,689	Ocean Belle	Yarmouth	Sloop	1904	Cape Island, N.S.	33 0	11 0	6 0	10	B. J. Newell, Cape Island, N.S.
75,427	Ocean Bird	Annapolis Royal	Schr—Glt	1878	Granville, N.S	60 3	19 1	7 0	44	F. E. Atchison and L. H. Ray, Margaretsville, N.S.
83,398	Ocean Child	Halifax	"	1879	Chezetcook, N.S.	41 8	15 0	5 5	19	Jas. W. Meisner, Chezetcook, N.S.
75,602	Ocean Lily	Digby	"	1877	Clare, N.S.	29 4	15 4	5 6	17	Albert Morrell, *et al.*, Westport, N.S.
103,485	Ocean Rover	Victoria	"	1896	Cordova Bay, B.C.	67 7	19 9	9 2	55	Victoria Sealing Co., Ltd., Victoria, B.C.
122,104	Ocean Spray	Yarmouth	Sloop	1906	Cape Island, N.S.	30 0	11 5	6 0	11	Charles E. Atkinson, Cape Island, N.S.
116,502	Oceanic	Lunenburg	Schr—Glt	1904	Lunenburg, N.S	95 5	25 5	10 0	99	Reuben Ritcey, M.O., La Have, N.S.
103,568	Octavie	Montreal	Barge—Chd	1896	Notre Dame de Pierreville, Que.	108 0	22 8	8 8	108	Ubald Lafreniere, Pierreville, Que.

80,663	Oka	Montreal	Barge—Chd	1881	Sorel, Que	98 0	22 6	8 9	141	O. Gatineau, Contrecœur, Que.
103,029	Olga	Parrsboro'	Schr—Glt	1896	Port Greville, N.S.	85 4	25 0	6 0	79	Wm. McGrath, Parrsboro', N.S.
94,837	Olga	St. Andrews	"	1889	West Isles, N.B.	31 2	11 5	5 5	11	Lincoln Richardson, West Isles, N.B.
122,451	Olga A.	Yarmouth	Sloop	1906	Shelburne, N.S.	30 0	10 6	6 0	10	Mrs. Bertha L. Simmons, Pubnico, N.S.
122,055	Olive	Chatham, N.B.	Schr—Glt	1907	Shippigan Island, N.B.	37 4	13 0	5 6	14	Amedee Dugue (son of Lange) Shippigan Island, N.B.
107,358	Olive A	Sydney	"	1899	Scattarie, N.S	42 0	14 2	7 0	19	Robert Spencer, Port Morien, N.S
122,044	Olive C.	St. Andrews	Sloop	1906	Seeleys Cove, N.B.	41 3	16 0	7 0	26	Thomas Carter, Seeleys Cove, N.B.
61,630	Olive J.	Halifax	Schr—Glt	1881	Coddle's Harbour, N.S.	62 3	20 3	8 4	57	James Malcolm, Port Malcolm, N.S.
112,378	Olive S.	Charlottetown	"	1902 1905	New Harbour, N.S. "	44 0	14 6	6 0	26	Alexander Jackson, Murray River, P.E.I.
92,381	Oliver Mowat	Bowmanville	"	1873	Kingston, Ont.	116 0	23 8	9 8	170	John McClennan, *et al.*, Bowmanville, Ont.
85,999	Olivia	Digby	"	1882	Cambridge, N.B.	79 0	26 8	8 1	93	Stilman Henshaw, Waldeck West, N.S.
85,428	Olivia Abbey	St. Catharines	Scow—Chd.	1884	Port Robinson, Ont.	100 0	23 0	5 0	88	John Bradley, Merritton, Ont.
74,398	Olympia	Toronto	Schr—Glt	1879	Bronté, Ont.	57 0	15 5	3 6	23	Peter Arnot, Toronto, Ont.
97,061	Omega	Charlottetown	"	1891	Murray Harbour, P.E.I.	72 3	22 3	8 4	82	Geo. Irving, Rexton, N.B.
100,743	Omega	Windsor, N.S.	"	1896	Cheverie, N.S.	112 0	30 1	10 4	199	E. A. H. Haggart, Kingston, Jamaica, B.W.I.
107,196	Omega	Winnipeg	Barge—Chd	1897	Kenora, Ont.	40 0	10 2	3 9	10	C. E. Neads, Kenora, Ont.
	One (1)	Montreal	"	1857	Sorel, Que.	125 2	26 5	8 5	71	Harbour Commissioners, Montreal, Que.
	One (1) Pierreville	"	"	1870	Pierreville, Que.	94 7	18 8	6 1	106	P. Laplante, Lachine, Que.
61,916	Only Son	Liverpool	Schr—Glt	1871	East Port Medway, N.S.	39 0	14 5	6 0	16	Wilbert Young, *et al.*, Mill Cove, N.S.
94,732	Only Son	Windsor, N.S.	"	1889	sle Haute, N.S.	33 6	12 4	5 0	13	J. Gordon, Margaretsville, N.S.
77,775	Ontario	Goderich	"	1867	Goderich, Ont.	105 0	23 0	9 5	150	Francis Granville, Southampton, Ont.
	Ontario	Kingston	"	1868	Dog Lake, Ont.	56 6	17 5	4 7	56	J. Swift, Kingston, Ont.
70,291	Ontario	Montreal	Barge—Chd	1874	Lancaster, Ont.	126 8	27 0	9 8	228	P. Laplante, Lachine, Que.
72,130	Ontario	Windsor, N.S	Bk—Bq	1876	Hantsport, N.S.	160 7	35 3	20 1	825	D. Munro, M.O., Windsor, N.S.
103,258	Onward	St. John, N.B.	Schr—Glt	1895	Waterborough, N.B.	77 5	27 0	7 0	92	J. W. Snow and G. S. Johnson, Granville, N.S.

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97,021	Onward	Yarmouth	Schr—Glt	1884	Smith's Cove, N.S	37 0	11 7	4 0	10	James M. Davis, Yarmouth, N.S.
122,052	Opal	Chatham, N.B	"	1904	Shippigan Island, N.B	35 0	12 4	4 4	10	Pierre Chiasson, Shippigan Island, N.B.
111,690	Ophelia	Shelburne	"	1902	Shelburne, N.S	103 0	24 8	9 0	136	Andrew King, Halifax, N.S.
.....	Ora	Montreal	Barge—Chd	1860	Montreal, Que	95 0	19 0	6 0	95	Antoine Bertrand, Vaudreuil, Que.
121,658	Ora Nickerson	Yarmouth	Sloop	1904	Tusket Wedge, N.S	35 0	11 2	6 0	12	Wm. H. Nickerson, Tusket Wedge, N.S.
100,245	Oracle	Halifax	Schr—Glt	1894	Sambro, N.S	41 2	13 8	5 9	18	Stannage Publicover, West Dublin, N.S.
103,728	Orcas	Parrsboro'	"	1897	Port Greville, N.S	66 3	21 2	6 0	53	Burpee Tupper, Parrsboro, N.S.
116,509	Oreda	Lunenburg	"	1904	Lunenburg, N.S	44 4	13 6	7 0	16	Henry Selig, M.O., Vogler's Cove, N.S.
112,106	Oregon	"	"	1903	" "	94 6	25 0	10 0	99	Austin Creaser, La Have, N.S.
85,562	Oresa	Halifax	"	1883	Port Saxon, N.S	40 0	13 4	5 5	14	J. F. Proctor, Port Malcolm, N.S.
103,194	Oressa	Liverpool	"	1894	Port Mouton, N.S	32 0	12 1	5 3	10	J. P. Smith, *et al.*, East Port Medway, N.S.
112,120	Oressa Belle	Lunenburg	"	1903	Lunenburg, N.S	89 6	25 0	9 5	95	Peter B. Zwicker, Mahone Bay, N.S.
126,664	Organ	Charlottetown	"	1908	Port Elgin, N.B	60 8	19 6	7 0	46	Andrew Grant, Port Elgin, N.B.
85,303	Orient	Montreal	Barge—Chd	1883	Montreal, Que	104 6	22 4	7 1	150	Dickson Anderson, Montreal, Que.

103,176	Orient	Shelburne	Schr—Glt	1890	Vogler's Cove, N.S	30 8	11 1	5 2	10	Jas. A. Ringer, Little Harbour, N.S.
57,473	Orilla	Annapolis Royal	"	1870	Clements, N.S	45 0	15 5	5 3	23	Henry R. Weaver, Digby, N.S.
83,422	Orinoco	Digby	"	1882	Gilbert Cove, N.S	75 6	23 0	9 4	99	Alfred Morrell, Digby, N.S.
121,893	Orinoco	Shelburne	"	1906	Lockeport, N.S.	32 5	12 7	6 1	15	W. Buchanan, *et al.*, Sand Point, N.S.
103,004	Oriole	Chatham, N.B.	"	1890	Shippigan, N.B.	34 0	12 2	4 4	11	T. Ahier, Shippigan, N.B.
88,427	Oriole	St. John, N.B.	"	1884	St. John, N.B.	89 0	26 7	7 9	124	Christopher Splane, *et al.*, St. John, N.B.
92,435	Oriole	Toronto	"	1886	Toronto, Ont.	85 7	20 4	8 5	50	George Gooderham, Toronto, Ont.
122,427	Oriole B	Halifax	"	1908	Chezzetcook, N.S.	60 0	18 4	6 8	33	John Bellefontaine, M.O., Chezzetcook, N.S.
80,970	Orion	"	"	1881	Gabarouse, N.S.	43 6	15 2	5 8	24	Joseph Pelrine, Sr., Larry River, N.S.
112,311	Oronhyatekha	St. Andrews	"	1902	Back Bay, N.B.	38 2	15 0	6 2	21	Miss Blanche McGee, Back Bay, N.B.
83,280	Osberga	Maitland	Bk—Bq	1884	Maitland, N.S.	195 0	37 6	22 5	1116	Adams McDougall, Truro, N.S.
90,439	Oscar F	Barrington	Schr—Glt	1902	Bear Point, N.S.	43 5	13 5	3 7	18	David E. Loomer, Tiverton, N.S.
126,152	Oscar Rouette	Montreal	"	1900	Point du Lac, Que.	75 0	19 9	5 3	53	Lyon Cohen, Montreal, Que.
97,156	Oscar and Hattie	Victoria	"	1884	Essex, Mass., U.S.A.	79 2	22 3	8 6	81	Victoria Sealing Co., Ltd., Victoria, B.C.
92,550	Oscor	Montreal	Barge—Chd	1888	Valleyfield, Que.	96 4	18 8	8 6	122	Hiram Easton, Merrickville, Ont.
88,249	Osirus	Deseronto	"	1892	Deseronto, Ont.	109 5	26 5	6 1	106	P. Larkin, St. Catharines, Ont., and A. Sangster, Iroquois, Ont.
112,285	Ospray	Digby	Schr—Glt	1902	Port Maitland, N.S.	32 6	10 6	6 0	16	W. H. Adams, Port Maitland, N.S.
103,005	Osprey	Chatham, N.B.	"	1889	Shippigan, N.B.	33 0	12 6	4 4	10	T. Ahier, Shippigan, N.B.
103,319	Osprey	Montreal	Sloop	1888	Toronto, Ont.	22 4	7 6	1 8	2	C. L. Shorey, Montreal, Que.
116,645	Osprey	Shelburne	Schr—Glt	1896	Shelburne, N.S.	110 0	24 6	10 3	125	Harple Swansburg, M.O., Shelburne, N.S.
103,395	Oswego	Deseronto	Barge—Chd	1903	Oswego, N.Y., U.S.A.				130	The Rathbun Co., Deseronto, Ont.
103,268	Otis Miller	Dorchester	Schr—Glt	1896	Waterborough, N.B.	79 9	27 1	7 6	98	Robert S. Kerr, Fox River, N.S.
111,882	Otonabee	Peterboro'	Barge—Chd	1904	Peterboro,' Ont.	76 0	17 6	5 0	55	Henry Calcutt, Peterboro', Ont.
107,736	Ottawa	Kingston	Dredge—Drague	1889	Cornwall, Ont.	76 5	26 2	6 6	130	Hector M. Connolly, Montreal, Que.
103,375	Otter	Winnipeg	Schr—Glt	1891	Fort Alexander, Man.	36 4	11 5	3 3	10	Robert Henderson, Fort Alexander, Man.

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94,954	Otto	Victoria	Schr—Glt	1889	Mahone Bay, N.S.	71 3	23 5	9 2	86	Victoria Sealing Co., Ltd., Victoria, B.C.
116,679	Ouida	St. Andrews	Sloop	1896	West Isles, N.B.	37 7	13 0	5 0	17	Wm. Russell and Grovenor Cook, J.O., Grand Manan, N.B.
88,318	Our Maud	Quebec	Schr—Glt	1885	Little Métis, Que.	61 6	17 0	6 0	30	Amédée Boudreau and Jos. Dufour, Baie St. Paul, Que.
116,296	Outlook	Charlottetown	"	1903	Souris, P.E.I.	44 0	13 0	6 2	21	Hugh Jackson, Murray Harbour, P.E.I.
112,257	P. S. Co. I.	Vancouver.	Scow—Chd.	1903	Vancouver, B.C.	45 0	15 6	3 8	22	Packers' Steamship Co., Ltd., Vancouver, B.C.
112,258	P. S. Co. II.	"	"	1903	"	46 3	15 6	3 8	22	" " "
112,259	P. S. Co. III.	"	"	1903	"	52 5	17 2	4 1	43	" " "
116,421	P. S. Co. IV.	"	"	1903	"	49 7	16 2	4 2	27	" " "
116,422	P. S. Co. V.	"	"	1903	"	51 0	18 2	4 2	33	" " "
116,423	P. S. Co. VI.	"	"	1903	"	42 0	16 1	4 2	22	" " "
116,426	P. S. Co. VII.	"	"	1903	"	48 0	16 1	4 1	25	" " "
116,427	P. S. Co. VIII.	"	"	1903	"	42 1	16 1	4 1	20	" " "

116,428	P. S. Co. IX.	Vancouver	Scow—Chd	1903	Vancouver, B.C.	55	0	18	1	4	1	52	Packers' Steamship Co., Ltd., Vancouver, B.C.
116,429	P. S. Co. X.	"	"	1903	New Westminster, B.C.	50	0	16	0	4	0	29	" " "
116,430	P. S. Co. XI.	"	"	1903	" "	50	0	16	0	4	0	29	" " "
116,431	P. S. Co. XII.	"	"	1903	" "	50	0	16	0	4	0	29	" " "
116,432	P. S. Co. XIII.	"	"	1903	" "	50	0	16	0	4	0	29	" " "
116,433	P. S. Co. XIV.	"	"	1903	" "	50	0	16	0	4	0	29	" " "
116,434	P. S. Co. XV.	"	"	1903	" "	56	0	17	0	4	1	35	" " "
116,435	P. S. Co. XVI.	"	"	1903	" "	56	0	17	0	4	1	35	" " "
116,436	P.S. Co. XVII.	"	"	1903	" "	60	0	18	0	4	2	42	" " "
116,437	P. S. Co. XVIII.	"	"	1903	" "	60	0	18	0	4	2	42	" " "
116,461	P.S. Co. XIX.	"	Scow—Chd	1902	Vancouver, B.C.	75	2	28	0	6	0	101	" " "
107,633	P. Co. No. 1.	New Westminster	Barge—Chd	1898	New Westminster, B.C.	60	0	14	0	3	0	23	Jas. D. Burn, M.O., New Westminster, B.C.
107,634	P. Co. No. 2.	"	"	1898	"	60	0	14	0	3	0	23	" " "
111,815	P. No. 3.	Vancouver	Scow—Chd.	1899	Vancouver, B.C.	48	0	18	0	4	0	29	Robert D. Paterson, Vancouver, B.C.
100,904	P.T.S.	Chatham, N.B.	Schr—Glt	1892	Caraquet, N.B.	34	0	12	3	4	6	11	Jos. N. LeBouthillier, Caraquet, N.B.
111,573	P. B. Locke	Toronto	"	1888	Toledo, Ohio, U.S.A.	134	3	26	0	11	4	305	Michael J. Haney, Toronto, Ont.
61,979	P. C. Hill	Halifax	"	1870	Jeddore, N.S.	45	0	15	6	6	2	26	Philip Young, Petpeswick, N.S.
88,298	P. Cormier	Quebec	Barge—Chd	1884	St. Michel d'Yamaska, Que.	105	3	22	3	8	0	142	Mrs. Jeanne C. Cormier, Sorel, Que.
66,060	P. Fortin	Quebec	Schr—Glt	1872	Ste. Anne des Monts, Que.	70	0	20	5	9	7	79	Winceslas Taché, St. Irenée, Que.
80,670	P. Girard	Ottawa	Barge—Chd	1881	Monte Bello, Que.	106	8	22	5	6	7	142	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
111,866	P. Whelan	"	"	1902	Hull, Que.	108	5	23	6	8	0	146	" " "
111,639	Pacific	Lunenburg	Schr—Glt	1901	Shelburne, N.S.	86	0	24	0	9	2	99	Robert Murray, M.O., Port Richmond, N.S.
	Pacific	Montreal	Barge—Chd	1873	Yamaska, Que.	104	8	22	8	9	2	171	Louis Delisle, Valleyfield, Que.
100,515	Packet	Parrsboro'	Schr—Glt	1892	Spencer's Island, N.S.	66	1	21	1	7	3	49	Geo. M. Reid, and Stilman Wilbur, Harvey, N.B.
107,930	Pactolus	New Westminster	Barge—Chd	1900	Yale, B.C	80	0	42	0	7	0	670	Yale Dredging Co., Ltd., Glasgow, Scotland.

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80,889	Paixham	St. Andrews	Schr - Glt	....	Isle Haute, Me., U.S.A.	31 0	10 0	4 8	9	T. H. Smith, West Isles, N.B.
94,890	Palais Flottant	Montreal	Scow—Chd	1886	Sorel, Que	47 2	15 6	2 2	26	Wm. Paul, Sorel, Que.
111,642	Palatia	Lunenburg	Schr—Glt	1901	Lunenburg, N.S	89 6	24 0	9 7	95	Charles L. Silver, *et al.*, Lunenburg, N.S.
100,297	Palma	Chatham, N.B	"	1892	Shippigan, N.B	36 9	13 3	4 6	14	Thos. Ahier, Shippigan, N.B.
111,725	Palmetto	Barrington	"	1901	La Have, N.S	89 0	24 6	9 5	98	Mrs. Lisette Anderson, Clarke's Harbour, N.S.
92,724	Paloma	Toronto	Barge—Chd	1885	Bobcaygeon, Ont	99 0	22 7	5 6	122	Trent Valley Navigation Co., Ltd., Bobcaygeon, Ont.
100,246	Panchita	Halifax	Schr—Glt	1866	San Felin, Spain	97 5	25 6	13 9	252	The Dominion Coal Co., Ltd., Glace Bay, N.S.
100,486	Pandora	Lunenburg	Schr—Glt	1892	Lunenburg, N.S	66 5	20 8	8 1	53	Abram Cook, Lunenburg, N.S.
100,078	Pandora	St. John, N.B	"	1891	Greenwich, N.B	83 6	27 0	7 3	98	W. H. Martin, *et al.*, Waterside, N.B.
100,241	Pansy	Halifax	"	1894	Mahone Bay, N.S	47 6	16 8	6 8	32	Wm. Kennedy, M.O., Bay of Islands, Nfld.
41,922	Paragon	Liverpool	"	1853	Port Medway, N.S	56 5	17 2	6 9	35	Wm. Gosbee, Canso, N.S.
112,113	Parana	Lunenburg	"	1903	La Have, N.S	92 6	24 5	9 4	99	Daniel Lohnes, *et al.*, La Have, N.S.
100,996	Parisian	Chatham, N.B	"	1889	Shippigan, N.B	34 0	12 6	4 4	10	Jos. W. Boudreau, M.O., Elm Tree, N.B.
107,403	Parisien	Montreal	Sloop	1898	St. Thomas de Pierreville, Que.	85 6	19 9	5 0	65	Aime Gervais, St. Michel d'Yamaska Que.

90,615	Parlee	Moncton	Schr—Glt	1855	Bucksport, Me., U.S.A.	96 9	25 2	8 5	124	John Cullinan, M.O., St. John, N.B.
90,877	Partridge	Yarmouth	"	1887	Sluice Point, N.S.	64 5	19 6	7 5	47	Joseph Goicoltchea, Arichat, N.S.
....	Passport	Montreal	Barge—Chd	1864	St. Bonaventure, Que.	86 1	22 6	5 7	74	F. Labelle, Sorel, Que.
107,533	Pastime	St. John, N.B.	Sloop	1897	St. John, N.B.	24 3	8 6	2 7	3	E. D. N. Sears, St. John, N.B.
100,776	Patrick	Chatham, N.B.	Schr—Glt	1890	Caraquet, N.B.	36 0	12 2	5 0	11	P. Rive, Caraquet, N.B.
100,187	Patriot	Montreal	Sloop	1891	Pierreville, Que.	93 4	22 2	5 5	90	Fredreck Lamirande, Wickham West, Que.
94,857	Patriot	Port Hawkesbury	Schr—Glt	1890	Advocate, N.S.	84 5	26 1	7 8	97	John Murphy, *et al.*, Louisburg, N.S.
....	Paul	Montreal	Barge—Chd	1873	Yamaska, Que.	102 8	21 5	6 6	97	J. B. St. Jean, Sorel, Que.
107,317	Pearl	Halifax	Schr—Glt	1899	Wine Harbour, N.S.	48 8	15 5	6 7	30	Lewis Murphy, Pleasant Harbour, N.S.
100,231	Pearl	"	"	1893	Mahone Bay, N.S.	43 5	13 2	5 4	17	James Kennedy, Louisburg, N.S.
112,125	Pearl	Lunenburg	"	1903	La Have, N.S.	38 1	13 5	5 8	14	John A. McKenzie, Murray Harbour, N.S.
100,723	Pearl	Montreal	Catboat	1887	Bristol, Que.	15 6	7 6	2 0	1	Wm. G. Ross, Montreal, Que.
96,755	Pearl	St. John, N.B	Schr—Glt	1889	Rexton, N.B.	62 6	22 6	6 1	55	Henry G. McDougall, St.George, N.B.
111,414	Pearl Eveline	Lunenburg	"	1900	Shelburne, N.S.	100 0	25 0	9 7	99	Nathaniel Smith, M.O., Halifax, N.S.
88,215	Peep O'Day	Halifax	"	1878	Dover, N.S.	39 8	12 5	6 0	12	A. Publicover, Dover, N.S.
111,712	Peerless	Lunenburg	"	1901	Lunenburg, N.S.	90 6	24 8	9 5	69	M. P. Camacho, Georgetown, Demerara, B.W.I.
85,371	Peerless	Yarmouth	"	1882	Londonderry, N.S.	123 2	30 7	11 9	278	Mrs. A. H. Davis, Yarmouth, N.S.
103,778	Pelican	Chatham, N.B.	"	1897	Shippigan, N.B.	36 7	12 3	5 2	13	Wm. Fruing & Co., Ltd., Jersey.
103,994	Pelican	St. Andrews	Sloop	1896	Meteghan, N.S.	40 6	14 5	7 0	21	James A. Calder, Campo Bello, N.B.
116,930	Pelly	Victoria	Barge—Chd	1905	White Horse, Y.T.	106 0	34 3	5 5	169	British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,747	Perfect	Halifax	Schr—Glt	1896	La Have, N.S.	64 3	20 8	7 8	54	Andrew King, Halifax, N.S.
92,518	Peril	St. Andrews	"	1888	Pennfield, N.B.	37 0	12 9	5 3	18	Martin Eldridge, Pennfield, N.B.
61,410	Perseverance	Chatham, N.B	"	1871	Shippigan, N.B.	39 1	12 9	5 1	14	Malcolm McPhail, Wellington, N.B.
116,745	Perseverance	Halifax	"	1905	Mahone Bay, N.S.	43 4	12 3	5 8	12	E. E. Shatford, Indian Harbour, N.S.
85,451	Perseverance	Quebec	"	1877	Ste. Croix, Que.	65 8	20 6	5 8	48	Hermenegilde Caron, Tadousac, Que.

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103,122	Perseverance	St. Andrews	Schr—Glt	1895	St. Patrick, N.B.	48 6	16 9	4 8	21	Samuel A. Akerly, Pennfield, N.B.
92,485	Persia	Windsor, N.S.	Bktn—Bkglt.	1886	Hantsport, N.S.	155 7	35 9	17 0	578	T. C. Thomson, Mobile, Ala., U.S.A.
107,799	Pert.	St. John, N.B	Sloop	1897	St. John, N.B.	25 2	8 0	3 1	4	G. D. Coyle, St. John, N.B.
92,386	Peruvian	Kingston	Sloop	1888	Seely's Bay, Ont	97 0	18 0	4 5	54	Mathew Ryan, Smith's Falls, Ont.
122,022	Pescawha	Liverpool	Schr—Glt	1906	Liverpool, N.S.	90 0	23 0	9 4	98	Joseph W. Peppett, North Sydney, N.S.
122,500	Peter England	Chatham, N.B.	Dredge—Dragne	1902	Chatham, N.B.	37 0	12 0	2 5	10	Peter England, Chatham, N.B.
37,497	Petit Rivere.	Liverpool	Schr—Glt	1857	Petite Rivière, N.S.	59 8	18 5	7 5	40	N. Swain, Barrington, N.S.
121,869	Petite	Lunenburg	"	1906	Mahone Bay, N.S.	65 6	20 4	7 8	61	John D. Sperry, M.O., Petite Riviere, N.S.
103,764	Petrel.	Chatham, N.B	"	1896	Shippigan, N.B.	36 0	12 0	4 8	12	T. Ahier, Shippigan, N.B.
100,213	Petrel.	Halifax	"	1891	Dartmouth, N.S.	72 4	17 9	10 5	50	John Hayes, Halifax, N.S.
59,327	Petrel.	St. Andrews	"		Tremont, Me., U.S.A.	34 0	10 8	5 6	13	J. Wm. Holland, Lepreaux, N.B.
92,588	Petrol	Gaspé	"	1894	Grand River, Que.	36 6	12 0	5 2	13	J. W. Leblanc, Grand River, Que.
61,399	Phantom.	Chatham, N.B.	"	1871	Miramichi, N.B.	47 6	14 2	5 7	17	John Read, Tidnish, N.S.
100,510	Phantom No. 2.	Victoria	Scow—Chd.	1891	Victoria, B.C.	70 0	26 0	6 0	77	J. A. Sayward, Victoria, B.C.

100,870	Philip Kearney.. ...	Quebec.....	Barge—Chd ...	1881	Northumberland, N.Y., U.S.A.	94 8	18 4	8 2	119	Wm. Price, Quebec, Que.
71,645	Philippe...	Montreal.....	Sloop.....	1873	Yamaska, Que.... . ..	96 6	22 3	6 3	99	A. Turcotte, St. Edouard, Que.
103,248	Philippe	Montreal..... ...	Barge—Chd	1894	Sorel, Que..	106 0	21 7	8 2	131	Sincennes McNaughton Line, Ltd., Montreal, Que.
80,665	Philippe	Ottawa.....	"	1881	"	108 0	22 0	7 2	154	M. Beaton, Cumberland, Ont.
116,804	Philippe	Sorel.....	"	1905	Sorel, Que..	97 0	21 7	5 6	87	A. C. Trempe, Sorel, Que.
80,575	Philomen.....	Windsor, Ont.....	Schr—Glt	1882	Belle River, Ont.....	69 0	17 2	3 6	38	H. Perrault, Detroit, Mich., U.S.A.
55,931	Philomène	Quebec...	Barge—Chd	1863	Grondines, Que...	84 0	24 0	7 5	101	Germain Fougère, Champlain, Que.
111,924	Phin & Co.Scow No.1	Toronto	Scow—Chd. ..	1891	Detroit, Mich., U.S.A...	77 5	20 0	6 2	81	Wm. E. Phin, Toronto, Ont.
111,925	Phin & Co.Scow No.2	Toronto	"	1894	Detroit, Mich., U.S.A.	77 0	20 0	6 2	90	Wm. E. Phin, Toronto, Ont.
111,926	Phin & Co.Scow No.9	"	"	1896	Buffalo, N.Y., " ..	80 0	18 0	9 0	115	" " "
75,445	Phœnix.....	Gaspé.....	Schr—Glt	1880	Esquimaux Point, Que..	45 5	17 1	6 9	28	Placide Vigneau, Esquimaux Point, Que.
85,620	Phœnix.....	Parrsboro'..	"	1883	Parrsboro', N.S	114 3	34 0	12 9	397	Geo. E. Bentley, Port Greville, N.S.
78,049	Pholme.....	Chatham, N.B.....	"	1880	Buctouche, N.B.	49 0	15 2	6 5	26	Frank X. Legere, Shediac, N.B.
107,329	Picua.....	Halifax.....	Sloop.....	1890	East Boston, Mass., U.S.A.	34 8	11 0	5 2	9	Walter G. Jones, Halifax, N.S.
121,947	Pie X....	Sorel..	Sloop.....	1907	Yamaska, Que..	109 1	23 3	7 8	130	Adelard Beaudet, St. Jean des Chaillons, Que.
74,201	Pierreville.....	Montreal..... .. .	"	1874	Pierreville, Que.....	103 0	22 7	7 5	126	A. Charland, St. Thomas de Pierreville, Que.
103,663	Pike.....	Ottawa	Barge—Chd	1895	Kippewa, Que.....	53 8	13 2	4 2	17	Alex. Lunsden, Ottawa, Ont.
111,417	Pilgrim.....	Lunenburg	Schr—Glt	1900	La Have, N.S	96 0	24 2	9 7	99	John M. Getson, M.O., La Have, N.S.
72,593	Pilot.....	Kingston..... ...	"	1866	Wilson, N.Y., U.S.A....	63 0	15 5	5 8	34	James Mahoney, Kingston, Ont.
92,484	Pilot.....	Windsor, N.S..... .	Sloop.....	1878	Cornwallis, N.S.....	41 0	12 0	4 9	14	Samuel Bigelow, Canning, N.S.
92,595	Pioneer.....	Sydney.....	Schr—Glt	1887	Little Bras d'Or, N.S. ..	36 0	11 6	5 2	9	Fred. Richard, Little Bras d'Or, N.S.
35,687	Planet..... ...	Liverpool.....	. .....	1848	Port Medway, N.S	47 4	15 7	7 1	29	H. B. Mitchell, Chester, N.S.
85,641	Pleroma	Lunenburg.....	"	1883	Mahone Bay, N.S... ..	81 5	24 4	9 3	95	The Halifax Fish Co., Ltd., Halifax, N.S.
61,395	Plover..... ...	Chatham. N.B.....	"	1872	Shippigan, N.B.	53 8	15 5	6 4	30	Philip Luce, Jersey.
116,688	Plum....	Richibucto.....	"	1903	Richibucto, N.B.....	36 0	11 0	5 0	11	George H. Long, Richibucto, N.B.

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80,801	Plymouth	Windsor, N.S.	Bk—Bq	1879	Hantsport, N.S.	198 0	46 0	23 3	1312	Gypsum Packet Co., Ltd., Windsor, N.S.
66,747	Polar Star	Charlottetown	Schr—Glt	1875 / 1898	Brooklyn, N.S.	73 6	22 2	8 2	76	Chas. Lyons, Charlottetown, P.E.I.
88,437	Polar Star	Halifax	"	1884	Sherbrooke, N.S.	49 5	17 1	7 2	29	Jas. McConnell, Port Hilford, N.S.
107,315	Pollywog	Halifax	Sloop	1899	Dartmouth, N.S.	23 7	6 5	3 4	2	Frederick H. Waghorn, Halifax, N.S.
107,732	Pontiac	Kingston	Dredge—Drague	1890	Morrisburg, Ont.	82 7	26 0	6 8	135	W. J. Poupore, Montreal, Que.
103,437	Pontiac	Ottawa	Barge—Chd	1889	Buckingham, Que.	54 0	18 7	4 4	33	" "
83,473	Porpoise	St. Andrews	Schr—Glt	1860	Lubec, Me., U.S.A.	52 7	17 8	6 0	32	Samuel A. Akerley, Pennfield, N.B.
83,289	Portsmouth	Kingston	Barge—Chd.	1872 / 1882	Kingston, Ont / Ottawa "	108 0	22 8	7 0	126	S. T. Easton, Ottawa, Ont.
122,448	Possum	St. John, N.B.	Sloop	1899	Greenport, N.Y., U.S.A.	36 5	10 3	5 4	11	Harold B. Robinson, St. John, N.B.
100,738	Preference	Windsor, N.S.	Schr—Glt	1893	Canning, N.S.	126 0	30 0	10 7	243	G. L. Purdy, *et al.*, St. John, N.B.
80,055	Prescott	St. John, N.B.	"	1881	Calais, Me., U.S.A.	75 0	25 1	6 8	73	The Nova Scotia Lumber Co., Ltd., Walton, N.S.
85,416	Pride of America	St. Catharines	"	1863	St. Catharines, Ont	133 0	23 3	12 2	285	Michael Ryan, Quebec, Que.
122,623	Pride of the Fleet	Chatham, N.B.	"	1908	Caraquet, N.B.	44 0	14 7	6 5	24	Peter J. Fiott, Caraquet, N.B.
92,571	Primrose	Halifax	"	1887	Chester N.S.	37 8	13 8	6 2	14	Angus Gray, Pennant, N.S.

41,776	Primrose	Liverpool	Schr—Glt	1858	La Have, N.S.	52 1	17 5	7 2	32	Wm. H. Paint, Port Hawkesbury, N.S.
90,873	Primrose	Yarmouth	"	1886	Maitland, N.S.	53 3	19 3	7 1	34	Ephraim Larkin, Shag Harbour, N.S.
75,714	Prince	"	"	1877	Cape St. Mary, N.S.	38 0	13 4	5 1	10	A. Stephens, Freeport, N.S.
37,605	Prince Consort	Charlottetown	"	1857	Mahone Bay, N.S.	56 8	18 2	7 4	39	Robert McLaurin, Charlottetown, P.E.I.
92,663	Prince Edward	Ottawa	"	1887	Summerside, P.E.I.	47 4	15 0	5 6	18	L. H. McLean, Charlottetown, P.E.I.
125,989	Prince Guy	Montreal	Dredge—Drague	1903	Montreal, Que.	99 5	35 0	7 2	261	William J. Poupore, Westmount, Que.
125,990	Prince Louis	"	"	1902	"	72 6	38 6	6 6	208	William J. Poupore, Westmount, Que.
126,139	Prince Willie	"	"	1908	Sorel, Que.	99 6	35 3	7 1	258	The W. J. Poupore Co., Ltd., Montreal, Que.
77,736	Princess	Digby	Schr—Glt	1879	Port Gilbert, N.S.	88 2	25 0	9 4	137	Jonas Morehouse, *et al.*, Brighton, N.S.
100,219	Princess	Halifax	"	1889	Chezzetcook, N.S.	48 1	14 7	5 2	16	John Bellfontaine, Chezzetcook, N.S.
70,282	Princess	Montreal	Barge—Chd	1874	Montreal, Que.	142 0	26 6	10 2	300	J. C. A. Turcotte, Sorel, Que.
78,044	Princess Louise	Chatham, N.B.	Schr—Glt	1879	Chatham, N.B.	49 0	16 2	6 3	21	R. R. Call, Newcastle, N.B.
†72,682	Princess Louise	Vancouver	Barge—Chd	1869	New York, N.Y., U.S.A.	184 0	30 0	13 0	374	Vancouver Dredging & Salvage Co., Ltd., Vancouver, B.C.
116,935	Princess Victoria	Victoria	Schr—Glt	1905	Massett, B.C.	55 0	16 0	6 0	17	D. Stanley, Massett, B.C.
117,165	Princess of Avon	Windsor, N.S.	"	1907	Horton, N.S.	80 0	24 6	8 8	88	W. C. Balcom Co., Ltd., Horton, N.S.
37,374	Priscilla	Liverpool	"	1847	Gut of Canso, N.S.	37 5	11 4	5 5	18	J. McKinsey, Canso, N.S.
111,509	Priscilla	St. John, N.B.	"	1900	Newcastle, N.B.	81 6	27 0	7 6	102	Alonzo M. Granville, Waterborough, N.B.
33,265	Prize (The)	Annapolis Royal	"	1885	St. John, N.B.	32 0	10 0	4 4	7	J. B. Templeman, Hampton, N.B.
42,437	Progress	Gaspé	"	1872	Esquimaux Point, Que.	60 8	20 9	8 0	52	Nat. Boudreau, Esquimaux Point, Que.
94,677	Progress	Halifax	"	1889	Spry Bay, N.S.	39 4	12 7	5 6	14	Robert Leslie, Halifax, N.S.
103,977	Progress	Quebec	"	1895	St. Siméon, Que.	64 4	21 0	7 4	56	A. Bellez, St. Siméon, Que.
73,082	Protecteur	Montreal	Barge—Chd	1874	St. Marcel, Que.	102 0	22 4	6 2	101	Moïse Robidoux, Yamaska, Que.
111,402	Protector	Lunenburg	Schr—Glt	1900	La Have, N.S.	93 2	24 5	9 4	95	Joseph L. Wilson, M.O., Bridgewater, N.S.
96,732	Providence	Chatham, N.B.	"	1889	Shippigan, N.B.	34 3	13 4	4 5	11	Wm. Fruing & Co., Ltd., Jersey.
96,740	Providence	"	"	1890	Caraquet, N.B.	38 5	12 4	5 0	13	T. H. Le Bouthillier, Caraquet, N.B.

† Formerly a steamer.

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72,076	Providence	Chatham, N.B.	Schr—Glt	1874	Shippigan, N.B.	36 4	12 1	4 5	12	T. Ahier, Shippigan, N.B.
116,974	Providence	"	"	1905	Caraquet, N.B.	40 4	13 8	5 8	18	M. Lanteigne, Caraquet, N.B.
74,231	Providence	Montreal	Sloop	1872	St. François, Que	94 0	22 0	5 4	82	M. Laramie, St. Louis de Bonsecours, Que.
77,588	Providence	"	"	1875	Yamaska, Que.	99 6	23 0	6 4	105	Joseph Laforet, Sorel, Que.
100,184	Providence	"	"	1891	"	106 1	22 9	7 8	138	J. B. Delormier, Montreal, Que.
69,592	Providence	Quebec	Schr—Glt	1873	Kamouraska, Que.	61 6	18 5	6 6	45	Martial Saingelet, Les Escoumains, Que.
85,461	Providence	"	"	1882	Gentilly, Que.	77 0	22 5	7 0	78	Jean Deslauriers, Quebec, Que.
103,976	Providence	"	"	1896	St. Siméon, Que.	51 6	16 8	6 5	33	Horace Duchene, St. Irenée, Que.
94,741	Prudent	St. John, N.B.	"	1888	Portland, N.B.	93 9	26 6	7 6	117	C. B. Merriam, Parrsboro, N.S.
80,858	Psyche	Halifax	Sloop	1876	Halifax, N.S.	25 0	7 8	4 0	4	Franklin S. West, Halifax, N.S.
122,266	Pump Scow No. 1	Montreal	Scow—Chd	1906	Montreal, Que.	49 5	22 8	4 3	79	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
122,265	Pump Scow No. 2	"	"	1906	"	49 8	22 8	4 3	73	" " "
103,993	Pythian Knight	St. Andrews	Sloop	1897	Shelburne, N.S.	48 0	15 0	6 0	19	Frank Ingersoll, Grand Manan, N.B.

122,198	Qualla	New Westminster	Barge—Chd	1908	New Westminster, B.C.	96 0	32 0	7 0	188	W. Beresford Fox, Vancouver, B.C.
*46,204	Quebec	Montreal	"	1862	Quebec, Que	90 0	21 5	9 0	133	Prosper Laplante, Lachine, Que
111,663	Quebec	"	Schr—Glt	1901	Lévis, Que	206 2	40 0	14 6	989	Montreal Transportation Co., Ltd., Montreal, Que.
...	Queen	"	"	1867	Rivière du Loup, Que	103 0	21 6	7 2	149	J. B. Poirier, Lachine, Que.
103,476	Queen Charlotte	Victoria	"	1895	Massett, B.C.	52 0	16 0	5 5	25	A. Brown (Indian), Massett, B.C.
103,474	Queen May	"	"	1895	Victoria, B.C.	43 0	13 0	4 6	19	Chas. Paterson, Nanaimo, B.C.
100,057	Quetay	St. John, N.B.	"	1891	St. John, N.B	94 4	26 2	7 5	123	H. H. Pickett, St. John, N.B.
88,504	Quick Step	Sydney	"	1883	Lingan, N.S.	40 0	13 0	5 9	15	James Wilkie, Arichat, N.S
121,682	Quickstep	Yarmouth	Sloop	1904	Clarke's Harbour, N.S.	32 0	10 6	6 0	10	C. Maxwell, Clarke's Harbour, N.S.
107,904	Quoddy Queen	St. Andrews	"	1899	Weymouth, N.S.	32 0	11 6	6 0	13	Harrington Guptill, Grand Manan, N.B.
107,564	R. P. S.	Parrsboro'	Schr—Glt	1899	Lower Economy, N.S.	70 8	23 0	8 0	74	L. H. Baird, Wolfville, N.S.
74,064	R. A. Smith	Windsor, Ont.	Scow—Chd	1877	River Thames, Ont.	40 0	12 6	3 2	11	Horace Bartlett, Sarnia, Ont.
121,881	R. G. Hervey	Yarmouth	Sloop	1906	Cape Island, N.S.	35 0	11 8	6 0	13	Alexander Phillips, Cape Island, N.S.
94,847	R. H. Brown	Windsor, Ont.	Schr—Glt	1882	Marine City, Wisconsin, U.S.A.	63 0	17 2	6 2	51	John Cadarette, Belle River, Ont.
122,233	R. H. Milford	Barrington	Sloop	1907	Clarke's Harbour, N.S.	33 0	11 7	5 6	13	Isaiah S. Newell, Clarke's Harbour, N.S.
122,020	R. L. Blackburn	Ottawa	Barge—Chd	1907	Hull, Que	122 1	24 1	8 6	208	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,649	R. M. Cox	Ottawa	"	1904	"	112 8	24 0	8 2	168	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
80,669	R. O. Byers	Montreal	"	1881	Monte Bello, Que.	106 9	22 5	6 8	143	Thomas Gauthier, Montreal, Que.
83,328	R. S. McKenzie	Ottawa	"	1881	Hull, Que	109 4	21 7	7 9	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
69,203	R. W. Smith	Lunenburg	Schr—Glt	1875	Lunenburg, N.S.	72 0	22 7	8 4	74	Fred. S. Moseley, Sydney, N.S.
100,474	R. Beatrice	Charlottetown	"	1892	Mahone Bay, N.S.	41 6	14 4	6 4	19	John Delaney, French River, P.E.I.
92,375	R. Carson	St. John, N.B	"	1888	St. Martin's, N.B.	80 8	27 2	7 5	99	H. H. Hoar, Hopewell Cape, N.B.
72,235	R. Knight	"	"	1875	Cambridge, N.B	67 3	22 0	6 0	47	Enoch Nightingale, Newcastle, N.B.

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85,772	R. Lepine	Montreal	Barge—Chd	1884	Monte Bello, Que.	112 3	22 7	6 2	128	Wm. Owens, Stonefield, Que.
83,279	R. Morrow	Maitland	Bk—Bq	1884	Maitland, N.S	194 4	37 6	22 2	1156	Alex. Roy, Maitland, N.S.
92,544	Rachel	Montreal	Barge—Chd	1887	Yamaska, Que	108 5	23 0	8 1	149	Jos. Bouvier, St. Roch's, Que.
122,294	Rachel	Prince Albert.	Dredge Drague.	1905	Prince Albert, Sask	108 0	28 0	4 5	145	International Gold Dredging Co., Ltd., Ottawa, Ont.
94,796	Raeburn	Charlottetown	Schr—Glt	1893	Rexton, N.B.	76 4	22 3	8 9	74	Edward Chapman, *et al.*, Beach Point, P.E.I.
122,528	Rainbow	Vancouver	"	1906	Campbell Island, B. C.	51 6	16 2	6 2	41	Fredrick S. Carpenter, Campbell Island, B.C.
116,936	Rainbow	Victoria	Barge—Chd	1905	Victoria, B.C.	70 0	26 3	3 4	54	The Western Transport Co., Ltd., Nanaimo, B.C.
90,593	Ralph	Lunenburg	Schr—Glt	1885	Petite Rivière, N.S.	60 8	19 7	7 7	51	J. M. Beaudreau, Cheticamp, N.S.
100,820	Ranger	Barrington	"	1895	Barrington, N.S.	36 0	11 6	4 2	11	Andrew Duncan, Clarke's Harbour, N.S.
41,568	Ranger	Gaspé	"	1860	Sandy Beach, Que.	55 8	18 0	7 3	42	Joshua Gallant, Grandique, N.B.
	Raoul	Montreal	Barge—Chd	1869	St. Francis, Que	94 8	18 8	5 1	100	Wm. McCaffrey, Ottawa, Ont.
70,285	Rapid	Kingston	"	1874	Quebec, Que	124 5	24 4	9 0	221	The Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
85,528	Rapid City	Toronto	Schr—Glt	1884	Bronté, Ont.	70 0	19 4	3 7	37	Chas. Goldring, Whitby, Ont.
103,287	Raven	Chatham, N.B	"	1895	Shippigan, N.B.	35 0	12 3	4 8	11	T. Ahier, Shippigan, N.B.

100,273	Ravola	Windsor, N.S.	Schr—Glt	1892	Salmon River, N.S.	88 4	28 0	8 9	123	J. Willard Smith, *et al.*, St. John, N.B.
112,264	Raymond	Montreal	Sloop	1902	Yamaska, Que	108 0	22 7	7 4	136	A. A. Mondou, St. Thomas de Pierreville, Que.
122,469	Raymond C.	Yarmouth	"	1907	Cape Island, N.S.	33 0	11 0	6 0	11	Robert L. Newell, Cape Island, N.S.
103,900	Razzle Dazzle	New Westminster	Barge—Chd	1893	Idaho, U.S.A.	56 9	14 0	2 8	18	W. S. Kane, Kaslo, B.C.
* 75,619	Recruit	Deseronto	Schr—Glt	1880 / 1901	St. Catharines, Ont.	144 0	25 2	10 6	297	M. J. Haney, Toronto, Ont.
72,960	Red Bird	St. Catharines	Scow—Chd	1870	Hamilton, Ont	64 6	17 3	4 4	39	H. Minnes, Welland, Ont.
96,888	Red Island	Ottawa	Light-Ship			102 0	22 0	10 6	152	The Minister of Marine and Fisheries, Ottawa, Ont.
103,272	Red Weasel	Chatham, N.B.	Schr—Glt	1893	Tracadie, N.B.	35 2	12 0	4 8	11	J. Young, Tracadie, N.B.
100,775	Redgauntlet	"	"	1890	Caraquet, N.B.	35 5	12 0	4 6	11	P. Rive, Caraquet, N.B.
88,324	Redoubtable	Quebec	"	1886	St. Alexis, Que.	64 0	20 4	8 3	67	A. W. Dolbel, Grand Gréve, Que.
† 111,705	Reform	Lunenburg	Schr—Glt	1857	Essex, Mass., U.S.A.	68 0	19 7	7 6	58	Fred. Zwicker, Mahone Bay, N.S.
103,735	Regina	Parrsboro'	"	1898	Port Greville, N.S.	76 0	23 7	6 5	74	Wells Cole, jr., Port Greville, N.S.
85,748	Regina	Quebec	"	1883	Ste. Anne des Monts, Que.	71 5	22 4	7 9	79	Pierre Trepannier, Château Richer, Que.
103,613	Regina	"	Sloop	1894	Bay St. Paul, Que	51 6	18 9	5 0	27	A. Lavoie, Bay St. Paul, Que.
122,484	Regina	Quebec	Schr—Glt	1907	St. Fulgence, Que.	79 8	23 4	7 0	81	Géden Lajoie, Chicoutimi, Que.
83,133	Regina B.	Port Hawkesbury	"	1881	Summerside, N.S.	77 8	22 4	8 6	81	Isaiah Watts, Port Hood, N.S.
107,059	Reginald R.	Barrington	Sloop	1903	Baccaro, N.S.	43 0	14 8	5 1	16	Crissie N. Worthern, Baccaro, N.S.
103,706	Regine	Yarmouth	"	1896	Pubnico, N.S.	35 7	12 5	5 8	10	W. D'Entremont, Pubnico, N.S.
90,569	Reindeer	Toronto	Schr—Glt	1886	Port Credit, Ont.	44 5	13 4	3 6	14	Benjamin B. Lynd, Parkdale, Ont.
42,707	Reine Victoria	Quebec	"	1859	Batiscan, Que.	96 0	22 5	6 4	87	Omer Lalleur, Ste. Croix, Que.
92,539	Reine des Anges	Montreal	Sloop	1887	Yamaska, Que	77 8	22 3	5 7	91	E. Thérien, Ste. Aimé, Que.
77,599	Reine des Anges	Quebec	"	1879	St. Marcel, Que.	87 5	21 0	5 4	73	A. Hamel, Lotbinière, Que.
116,749	Reliance	Halifax	Schr—Glt	1905	Tancook, N.S.	43 0	11 8	6 0	14	Geo. Slaunwhite, Terrance Bay, N.S.
122,128	Reliance	Halifax	"	1907	Dartmouth, N.S	45 0	12 8	5 9	18	Chas. Robertson, Heron Island, N.B.
116,337	Reliance	Ottawa	Barge—Chd	1903	Barry's Bay, Ont.	40 4	11 2	3 0	65	Ontario Corundum Co., Ltd., Ottawa, Ont.

* Formerly "Maggie." † Formerly "Humboldt."

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121,899	Reliance	Shelburne	Schr—Glt	1906	Shelburne, N.S.	107 0	28 5	11 6	192	George A. Cox, M.O., Shelburne, N.S.
.....	Relief	Montreal	Barge—Chd	1871	Sorel, Que	101 1	22 8	7 3	149	J. LaRivière, St. Aimé, Que.
72,985	Relief	Wallaceburg	"	1875	Port Lambton, Ont.	89 0	19 7	4 0	50	James O'Leary and Geo. W. Downs, Port Lambton, Ont.
103,586	Remus	Chatham, N.B.	Schr—Glt	1896	Shippigan, N.B.	39 3	13 0	5 6	17	W. S. Loggie Co., Ltd., Chatham, N.B.
80,736	Réna	Quebec	Barge—Chd	1876	Ste. Anne de la Parade, Que.	77 7	23 7	6 6	75	Antoine Léveillé, Batiscan, Que.
107,806	Rena F.	St. John, N.B.	Sloop	1898	Deer Island, N.B.	38 0	13 5	5 0	12	Melvin Morse, Grand Manan, N.B.
107,785	Rene	Ottawa	Scow—Chd	1895	Hull, Que	40 3	16 0	2 6	10	E. G. Laverdure, Ottawa, Ont.
107,653	Renown	Lunenburg	Schr—Glt	1899	Lunenburg, N.S.	88 5	24 0	9 4	79	Paul Young, Bay of Islands, Newfoundland.
100,952	Replevin	Chatham, N.B	"	1890	Caraquet, N.B.	36 6	12 3	4 2	10	The C. Robin Collas Co., Ltd., Halifax, N.S.
85,588	Reporter	St. John, N.B.	"	1883	Wickham, N.B.	86 0	26 2	7 8	122	R. D. Gilchrist, St. John, N.B.
77,787	Rescue	Halifax	"	1881	East Port Medway, N.S.	42 9	14 6	6 2	20	J. Dauphiné, Tantallon, N.S.
83,132	Restless	Digby	"	1881	Vogler's Cove, N.S.	47 6	16 1	6 5	25	J. Coggins, *et al.*, Westport, N.S.
* 51,671	Restless	Montreal	"	1859	Cleveland, Ohio, U.S.A.	73 0	20 0	8 5	73	C. H. Dodge, Belmont, Ont.
107,547	Reta & Rhoda	St. John, N.B.	Sloop	1895	St. John, N.B.	38 4	13 0	4 0	11	Isaac Newton, Grand Harbour, Grand Manan, N.B.

* Foreign name "Dream."

112,024	Reta S.	Canso	Schr—Glt	1903	Queensport, N.S	36 6	12 4	6 2	13	William Schrider, Canso, N.S.
111,521	Retta E.	Digby	"	1895	Cape St. Marys, N.S	32 5	10 5	5 0	10	John A. Doucette, Cape St Marys, N.S.
126,114	Revenue	Lunenburg	"	1908	Lunenburg, N.S.	102 6	26 0	10 5	99	Benjamin Cook, M.O., Rose Bay, N.S.
100,511	Rewa	Parrsboro'	"	1892	Port Greville, N.S.	99 8	28 7	8 8	123	Wm. B. McLean, St. John, N.B.
61,406	Reward	Chatham, N.B	"	1871	Shippigan, N.B.	36 0	13 1	4 5	11	Joshua Alexander, M.O., Shippigan, N.B.
103,078	Reward	"	"	1894	"	37 6	13 0	5 3	13	J. De Grace, Shippigan, N.B.
85,600	Rex	St. John, N.B.	"	1883	St. Martin's, N.B.	66 4	22 5	6 8	58	James Hyslop, *et al.*, Albert, N.B.
111,677	Reynard	Parrsboro'	Bktn—Bkglt	1901	Parrsboro', N.S.	164 0	34 8	18 4	560	Samuel Reynard, *et al.*, New York, N.Y., U.S.A.
103,209	Rhoda	Liverpool	Schr—Glt	1896	Liverpool, N.S.	109 0	28 0	11 1	199	J. H. Harlow, *et al.*, Milton, N.S.
107,907	Rhoda G.	St. Andrews	Sloop	1891	St. John, N.B.	24 0	9 4	5 6	8	Hantford Small, Grand Manan, N.B.
92,320	Rialto	Shelburne	Schr—Glt	1888	Liverpool, N.S.	60 0	20 0	7 5	46	Frederick Fougere, M.O., Poulamond, N.S.
37,172	Richard Simonds	St. John, N.B	"	1861	Portland, N.B.	70 2	19 8	7 5	45	Jos. L. Cleveland, Margaretsville, N.S.
72,059	Richmond Queen	Halifax	"	1877	Little River, N.S.	35 4	16 7	15 3	37	Arséne Doucet, Grand Etang, N.S.
100,932	Rideau	Ottawa	Dredge—Drague	1889	Welland, Ont.	70 8	25 4	4 4	137	The Minister of Railways and Canals, Ottawa, Ont.
100,588	Riley	Montreal	Barge—Chd	1891	Yamaska, Que.	127 6	26 0	10 0	245	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
122,466	Rilla May	Yarmouth	Sloop	1907	Cape Island, N.S.	33 6	11 3	6 0	12	Levi J. Nickerson, Cape Island, N.S.
75,763	Ripple	Arichat	Schr—Glt	1877	Port Medway, N.S.	39 4	15 2	5 3	17	Daniel McDonald, Port Richmond, N.S.
48,358	Ripple	Guysboro'	"	1864	Indian Harbour, N.S.	46 0	15 0	5 5	21	W. R. Cutler, Arichat, N.S.
107,537	Ripple	St. John, N.B	"	1898	Canning, N.B	56 9	21 3	5 7	41	A. E. Flower, Canning, N.B.
112,224	Ripple	"	Sloop	1902	St. Martin's, N.B.	36 0	15 4	5 3	13	Thos. Carson, St. John, N.B.
75,591	Rise & Go	St. Andrews	Schr—Glt	1877	Clare, N.S.	43 0	14 9	5 1	16	W. O'Brien, Campo Bello, N.B.
75,575	Rising Dawn	Lunenburg	"	1877	La Have, N.S.	42 0	15 0	5 4	18	Lemuel Richardson, Indian Harbour, N.S.
96,806	Rising Sun	Halifax	"	1891	Chezetcook, N.S.	47 3	17 4	6 5	28	R. Christian, Prospect, N.S.
97,191	Rita	Chatham, N.B	"	1890	Caraquet, N.B.	35 4	12 3	5 0	12	The C. Robin, Collas Co., Ltd., Halifax, N.S.
103,344	Rita	Montreal	Sloop	1893	Lachine, Que.	33 0	10 1	3 3	5	C. O. Clark, Côte St. Paul, Que.

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59,462	Rival	Halifax	Schr—Glt	1870	La Have, N.S.	42 4	14 8	6 0	20	Henry Faulkner, Jeddore, N.S.
88,223	River Belle	"	"	1881	Clyde River, N.S.	32 5	12 3	5 5	11	John D. Christian, Upper Prospect, N.S.
111,470	River Branch	Chatham, N.B	"	1901	Shippigan, N.B.	36 9	12 6	4 3	11	Wm. Fruing & Co., Ltd., Jersey.
57,688	River Dale	Halifax	"	1868	La Have, N.S.	59 6	19 3	7 4	48	Thomas Adams, sr., Gaspé, Que.
75,547	River Rose	Barrington	"	1878	Port Clyde, N.S.	37 0	14 4	5 9	13	Walter Coggins, Westport, N.S.
112,372	River Swan	Arichat	"	1901	Tor Bay, N.S.	33 0	11 4	5 0	11	George Berrigan, Canso, N.S.
85,590	Riverdale	St. John, N.B.	"	1883	Waterborough, N.B.	75 3	26 3	7 0	84	T. W. Parker, Cumberland Bay, N.B.
111,648	Riviera	Lunenburg	"	1901	Shelburne, N.S.	88 0	24 0	9 4	96	Robert Dawson, Bridgewater, N.S.
111,723	Roanoke	"	"	1901	Mahone Bay, N.S.	98 2	25 3	10 8	100	Henry Petite, Mose Ambrose, Nfld.
94,925	Rob Roy	Picton, Ont.	Barge—Chd	1897	Picton, Ont.	144 0	31 0	10 3	311	The Ontario & Quebec Navigation Co., Ltd., Picton, Ont.
100,319	Rob Roy	Yarmouth	Schr—Glt	1888	Lockeport, N.S.	41 0	13 4	5 0	12	Freeman Lowe, Cape Island, N.S.
100,566	Rob S	Halifax	"	1892	Mahone Bay, N.S.	42 0	14 6	6 4	21	W. W. Lewis, Louisburg, N.S.
107,411	Robert	Montreal	Barge—Chd	1899	St. Thomas de Pierreville, Que.	139 5	29 4	13 0	418	The Pontbriand Co., Ltd., Sorel, Que.
53,862	Robert Kerr	New Westminster	"	1866	Quebec, Que.	190 6	38 4	23 7	1123	Canadian Pacific Railway Co., Montreal, Que.

126,093	Robert R. Christian	St. Catharines	Barge—Chd		Unknown	93	9	17 7	8 3	107	George R. Smith, Dunnville, Ont.
80,394	Robert S. Besnard	Parrsboro'	Bk—Bq	1882	Eatonville, N.S.	191	0	38 8	23 0	1142	W. S. A. Walker, New York, N.Y., U.S.A.
103,100	Roberval	Montreal	Sloop	1894	St. Thomas, Que.	141	3	28 2	11 6	371	Mrs. Adeline Bastien, Montreal, Que.
103,946	Robin	Chatham, N.B.	Schr—Glt	1899	Caraquet, N.B.	38	0	12 8	5 0	12	The C. Robin, Collas Co., Ltd., Halifax, N.S.
107,541	Robin Hood	St. John, N.B.	Sloop	1898	Yarmouth, N.S.	23	7	9 0	3 2	5	T. T. Lantalum, St. John, N.B.
83,075	Rockland	Ottawa	Barge—Chd	1881	Rockland, Ont.	110	3	22 0	6 6	136	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
	Rodolphe	Montreal	"	1866	Yamaska, Que.	96	3	22 9	6 8	106	P. Savaillé, Sorel, Que.
117,095	Rodrid Grace	Arichat	Schr—Glt	1906	L'Ardoise, N.S.	43	0	12 5	6 0	17	Hubert and Jos. Binnette, L'Ardoise, N.S.
85,763	Roi des Eaux	Montreal	Sloop	1883	Pierreville, Que.	93	3	23 0	6 0	96	E. Savageau, Champlain, Que.
94,880	Roi des Eaux	"	"	1889	Yamaska, Que.	85	0	21 4	5 3	69	The Canadian Construction Co., Ltd., Montreal, Que.
116,808	Roland	Sorel	"	1906	Sorel, Que.	103	2	23 0	7 0	121	Conrad Lafreniere, Pierreville, Que.
112,326	Rolfe	Parrsboro'	Schr—Glt	1902	Port Greville, N.S.	65	0	20 1	6 9	54	Leonard A. Rowe, Parrsboro, N.S.
107,125	Roma	Lunenburg	"	1899	Shelburne, N.S.	95	0	25 0	9 4	99	David Ritcey, *et al.*, La Have, N.S.
*75,446	Romaine	Montreal	"	1881	Gaspé, Que.	64	5	20 6	9 3	65	C. A. Cantin, Montreal, Que.
103,729	Romeo	Parrsboro'	"	1897	Port Greville, N.S.	74	4	24 0	6 9	79	T. M. Dodsworth, Parrsboro', N.S.
103,358	Romeo	Quebec	Sloop	1895	Bic, Que.	38	5	14 4	5 1	22	G. F. Gibsone, Quebec, Que.
100,073	Romeo	St. John, N.B.	Schr—Glt	1891	Cambridge, N.B.	84	4	28 9	7 4	111	Peter McIntyre, St. John, N.B.
103,587	Romulus	Chatham, N.B.	"	1896	Shippigan, N.B.	39	0	13 7	5 7	19	W. S. Loggie Co., Ltd., Chatham, N.B.
121,856	Ronald G. Smith	Lunenburg	"	1906	Lunenburg, N.S.	100	0	26 0	10 3	100	William C. Smith, M.O., Lunenburg, N.S.
92,404	Rosa	Chatham, N.B.	"	1886	Shippigan, N.B.	36	2	13 4	5 0	17	J. O. Ache, Shippigan, N.B.
100,717	Rosa	Montreal	Sloop	1892	Yamaska, Que.	111	7	23 0	7 6	140	M. Robidoux, Yamaska, Que.
122,576	Rosa Georgina	Yarmouth	Schr—Glt	1907	Surettes Island, N.S.	46	0	17 4	8 6	35	Theophilus Jacquard, Comeau's Hill, N.S.
100,908	Rosalie	Chatham, N.B.	"	1892	Caraquet, N.B.	35	5	12 5	4 4	10	Philip Rive, Caraquet, N.B.
103,592	Rosamond	Charlottetown	"	1896	North Rustico, P.E.I.	42	0	14 1	5 5	18	D. R. Champion, Tignish, P.E.I.
111,834	Rosan	Digby	"	1898	Cape St. Mary, N.S.	32	4	10 9	5 0	11	John A. Doucette, Cape St. Mary, N.S.

* Formerly "Dolphin."

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64,920	Rosannah	Halifax	Schr—Glt	1873	Bay St. George, Nfld.	48 7	16 4	6 3	25	Wm. Carter, Channel, Nfld.
116,227	Rosaria	Quebec	"	1902	Isle aux Coudres, Que.	43 2	13 6	5 0	18	Noel Dufour, Isle aux Coudres, Que.
125,995	Rose	Quebec	"	1907	Montmagny, Que.	94 8	26 3	5 4	79	The Price Brothers & Co., Ltd., Quebec, Que.
107,536	Rose	St. John, N.B.	Sloop	1893	St. John, N.B.	25 0	10 0	3 0	5	Alder Evans, St. John, N.B.
78,045	Rose Alba	Chatham, N.B	Schr—Glt	1879	Richibucto, N.B.	32 0	13 0	4 5	13	Etienne Leger, M.O., Richibucto, N.B.
69,639	Rose Anna	Quebec	"	1874	St. Jean Port Joli, Que.	45 2	16 5	6 5	29	P. Blais, Kamouraska, Que.
71,632	Rose Delima	Montreal	Barge—Chd	1873	St. Thomas de Pierreville, Que.	98 0	22 0	6 5	75	Methode Lemay, St. Emelie, Que.
100,724	Rose Delima	"	Schr—Glt	1893	Lachine, Que.	118 1	23 1	8 4	181	P. Laplante, Lachine, Que.
103,978	Rose Mysterieuse	Quebec	"	1896	Les Ecureuils, Que.	55 8	17 0	5 9	39	Amable Fournier, Montmagny, Que.
80,628	Roseneath	Yarmouth	"	1882	Shelburne, N.S.	84 6	24 0	9 7	92	Z. Nickerson, Port Clyde, N.S.
122,284	Roseway	Shelburne	"	1907	Shelburne, N.S.	120 0	28 4	12 4	244	George A. Cox, M.O., Shelburne, N.S.
111,799	Rosie G	Port Hawkesbury	"	1908	Little Lorraine, N.S.	38 7	12 4	6 2	16	John Gallant, Little Lorraine, N.S.
116,272	Rosie M. B	Halifax	"	1903	Grand Desert, N.S.	70 8	21 7	9 2	75	Daniel Bonaing, Grand Desert, N.S.
126,032	Rossignol	Liverpool	"	1908	Liverpool, N.S.	119 5	30 2	11 0	199	Abraham W. Hendry, Liverpool, N.S.

107,265	Ross Point Ferry Boat	Ottawa	Horse ferry	1891	Arnprior, Ont	45 2	22 8	2 2	16	A. J. Campbell, Arnprior, Ont.
112,313	Rough Rider	St. Andrews	Sloop	1899	West Isles, N.B	38 0	13 5	5 0	15	Warren Cheney, Grand Manan, N.B.
100,668	Round Islander	Kingston	Barge—Chd	1895	Verona, Ont	40 8	12 4	3 6	14	Henry Bauder, Verona, Ont.
103,391	Rover	Deseronto	Schr—Glt	1894	Napanee, Ont	42 0	15 0	4 6	13	John Rowley, Kingston, Ont.
103,046	Rover	Ottawa	Barge—Chd	1870	Ottawa, Ont	96 6	18 8	6 0	74	R. O'Neil, Ottawa, Ont.
74,397	Rover	Toronto	Schr—Glt	1878	Oakville, Ont	49 5	13 0	4 3	20	S. E. Livingstone, Bronté, Ont.
85,702	Rover	Wallaceburg	"	1884	Wallaceburg, Ont	75 7	18 0	5 3	46	Geo. Travis, Wallaceburg, Ont.
53,551	Roving Bird	Halifax	"	1865	Chezetcook, N.S	44 9	15 1	6 4	24	Frederick J. Hyson, Mahone Bay, N.S.
100,539	Rowena	Digby	"	1891	Digby, N.S	35 0	12 2	5 2	10	Orbin Sproul, *et al.*, Digby, N.S.
103,261	Rowena	St. John, N.B	"	1896	St. Martin's, N.B	76 2	26 4	7 4	96	M. G. White, Apple River, N.S.
*79,994	Rowena	"	"	1879	Canning, N.B	73 6	25 6	6 6	84	D. T. Alexander, *et al.*, Point Wolf, N.B.
111,835	Roxana	Digby	Sloop	1899	Pubnico, N.S	32 5	10 0	5 5	11	Ainslie Titus, Westport, N.S.
73,119	Royal	Halifax	Schr—Glt	1875	Chezetcook, N.S	36 7	13 2	5 2	12	H. W. Embree, Port Hawkesbury, N.S.
96,816	Royal	Sault Ste. Marie	"	1889	Drummond Island, Mich. U.S.A.	48 0	15 0	6 6	63	Thomas A. Clemence, Toronto, Ont.
121,653	Royal	Yarmouth	Sloop	1904	Tusket Wedge, N.S	33 4	10 6	6 0	10	Geo. Boudreau, Tusket Wedge, N.S.
	Royal Oak	Montreal	Barge—Chd	1865	Lancaster, Ont	112	22 7	9 4	196	Montreal Transportation Co., Ltd., Montreal, Que.
116,975	Ruby	Chatham, N.B	"	1905	Parrsboro' N.S	59 8	22 0	6 2	53	A. Loggie, *et al.*, J.O., Dalhousie N.B.
80,667	Ruby	Montreal	Barge—Chd	1881	Montreal, Que	106 6	22 3	6 7	145	Dickson Anderson, Montreal, Que.
107,500	Ruby	Quebec	Sloop	1897	St. Siméon, Que	37 2	15 5	4 4	14	Henry Savard, St. Siméon, Que.
100,090	Ruby	St. John, N.B	Schr—Glt	1892	Greenwich, N.B	40 5	11 7	4 8	15	W. J. Dean, Musquash, N.B.
90,535	Runner	Montreal	Sloop	1885	St. Louis, Que	71 7	19 5	5 2	42	A. Daneau, jr., Pierreville, Que.
100,773	Rupert	Chatham, N.B	Schr—Glt	1890	Caraquet, N.B	36 4	12 6	4 8	12	P. Rive, Caraquet, N.B.
121,991	Rupert	Lunenburg	"	1906	Sable River, N.S	74 8	22 4	8 9	78	J. Norman Rafuse, M.O., La Have, N.S.
103,602	Rush Light	Sydney	"	1896	Fourchie, N.S	57 2	19 3	7 4	51	David Geddes, Magdalen Islands, Que.
103,273	Russel	Chatham, N.B	"	1894	Miscou, N.B	36 2	12 4	4 8	10	J. M. Ward, Miscou, N.B.

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126,034	Russell H. Pentz	Lunenburg	Schr—Glt	1908	Liverpool. N.S.	99 8	25 5	10 3	99	Albert V. Conrad, M.O., LaHave, N.S.
122,624	Rustic	Chatham, N.B	"	1907	Rexton, N.B	33 0	11 0	4 6	10	John Fraser, Rexton, N.B.
107,772	Ruth	"	Barge—Chd	1875	Lilliesand, Norway	138 0	30 0	17 0	448	Hugh D. McKenzie, Halifax, N.S.
96,727	Ryse	"	Schr—Glt	1889	Shippigan, N.B.	36 2	12 3	4 6	11	Sinai Ache, Shippigan, N.B.
116,771	S. 1	Vancouver	Scow—Chd	1903	Vancouver, B.C.	43 0	22 7	3 7	28	Albert E. Stevens, Moodyville, B.C.
116,772	S. 2	Vancouver	"	1902	Vancouver, B. C.	50 0	19 0	3 0	21	Albert E. Stevens, Moodyville, B.C.
116,773	S. 3	"	"	1898	"	47 0	22 2	3 7	38	" " "
107,909	S. B	St Andrews	Sloop	1890	St. John, N.B.	30 0	11 3	5 0	12	Shadrack Bancroft, Grand Manan, N.B.
116,952	S. O. Co. No. 41	Sarnia	Barge—Chd	1903	Pt. Richmond, U.S.A.	156 6	36 0	12 0	481	The Imperial Oil Co., Ltd., Sarnia, Ont.
107,417	S. O. Co. No. 52	Montreal	"	1898	Elizabethport, N.J., U.S.A.	139 0	30 6	11 9	433	The Imperial Oil Co., Ltd., Montreal, Que.
122,441	S. T. Co. No. 1.	St. John, N.B.	Schr—Glt	1907	Salmon River, N.B.	170 6	38 3	12 6	565	Robert Connely, Great Salmon River, N.B.
126,261	S. T. Co. No. 3.	St. John, N.B	"	1908	Great Salmon River, N.B.	175 3	38 5	12 6	623	Robert Connely, Great Salmon River, N.B.

107,293	S. V. H	Annapolis Royal	Schr—Glt	1900	Digby, N.S.	67 8	20 3	6 5	49	Harmon Irvin, Scott's Bay, N.S.
85,558	S. A. Crowell	Yarmouth	"	1884	Salmon River, N.S	49 4	16 6	7 0	23	Luke LeBlanc, Salmon River, N.S.
96,953	S. A. Fownes	Dorchester	"	1890	Hampton, N.B	90 4	27 6	7 4	123	F. C. Palmer, *et al*, Dorchester N.B.
117,041	S. B. Millard	Barrington	"	1905	Pubnico, N.S.	42 0	14 7	7 5	20	J. M. Symonds, M.O., Clarke's Harbour, N.S.
100,312	S. C. Hood	Yarmouth	"	1892	Yarmouth, N.S.	38 0	13 8	5 3	12	Timothy Powell, Yarmouth, N.S.
126,134	S. M. Columba	Halifax	"	1908	Shelburne, N.S.	72 0	21 0	9 6	63	John Hayes, M.O., Halifax, N.S.
37,630	Sabine	St. Andrews	"	1855 1872	Parrsboro', N.S	58 2	19 8	8 0	50	Joseph Bennett, Boston, Mass., U.S.A.
74,139	Sadie	Halifax	"	1876	La Have, N S	58 0	19 3	7 5	44	Isaiah Fougère, Larry's River, N.S.
122,307	Sadie H	Lunenburg	"	1907	Tancook, N.S.	45 8	12 8	6 6	17	George H. Little, Terence Bay, N.S.
92,608	Sadie M	Sydney	"	1889	Ingonish, N.S	32 0	12 9	5 3	11	D. McLeod, Ingonish, N.S.
111,771	Sadie No. 3	Victoria	Barge—Chd	1901	Vancouver, B.C	90 0	28 0	6 6	108	George McGregor, Victoria, B.C.
111,779	Sadie No. 4	"	"	1902	"	90 0	28 0	6 6	108	Geo. McGregor, Victoria, B.C.
116,940	Sadie No. 5	"	"	1904	Vancouver, B. C	90 0	28 0	6 6	108	George McGregor, Victoria, B.C.
*92,361	Sadie O. Holmes	Annapolis Royal	Schr—Glt	1887	Gibson, N.B	80 6	26 8	8 0	98	A. W. Peitzsch, M.O., Isaac's Harbour, N.S.
100,493	Sadie Turpel	Victoria	"	1892	Victoria, B.C.	76 0	20 5	7 4	56	Victoria Sealing Co., Ltd., Victoria, B.C.
74,335	Safe	Halifax	"	1877	Tusket, N.S	60 5	18 2	6 1	35	David Doucette, Cheticamp, N.S.
116,224	Saguenay	Quebec	"	1903	Les Escoumains, Que	74 4	22 9	7 7	81	A. N. Mercier, Les Escoumains, Que.
121,928	St. Adolphe B. B	Quebec	Schr—Glt	1906	Ile-aux-Coudres, Que.	47 2	15 8	5 7	25	Alphonse Dezagné, Ile-aux-Coudres, Que.
69,082	Saint Agnes	Halifax	"	1874	Chezetcook, N.S.	49 8	16 9	7 3	38	L. B. Corkum, East Jeddore, N.S.
107,404	St. Aimé	Montreal	Sloop	1898	St. Aimé, Que	99 2	22 9	6 5	106	Arthur Charland St. Michel, d'Yamaska, Que.
121,921	St. Alexis	Quebec	Schr—Glt	1906	Grande Baie, Que.	68 8	21 0	6 6	52	Thomas Louis Simard, Grand Baie, Que.
111,484	St. Alfred	"	Sloop	1900	Portneuf, Que	55 8	17 0	4 6	24	Thomas Tremblay, River St. François, Que.
103,361	St. Alfred	"	"	1895	Château Richer, Que.	56 6	16 2	4 8	24	T. Bois, St. Siméon, Que.
94,876	St. Alphonse	Montreal	"	1889	Pierreville, Que.	103 7	23 0	8 0	119	Alphonse Mongeau, Sorel, Que.
103,615	St. Alphonse	Quebec	"	1894	St. Alphonse, Que	38 6	15 4	5 3	20	Eloi Pednault, Isle aux Coudres, Que.

* Formerly "Genesta".

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116,972	St. André	Chatham, N.B	Schr—Glt	1904	Lameque, N.B.	39 0	13 2	5 0	15	Wm. Fruing & Co., Ltd., Jersey.
116,473	St. Anne	"	"	1901	Shippigan, N.B.	44 0	12 9	5 8	14	Onesime Chaisson, Shippigan, N.B.
107,562	St. Anthony	Parrsboro'	"	1899	Parrsboro', N.S.	85 9	26 4	8 6	100	J. N. Pugsley, Parrsboro', N.S.
77,594	St. Antoine	Montreal	Sloop	1879	St. Marcel, Que.	80 5	19 7	4 4	51	Damase Chausse, Lanoraie, Que.
100,363	St. Antoine	Quebec	Barge—Chd	1891	Ste. Croix, Que.	85 6	22 4	6 6	85	V. Charland, St. Jean des Chaillons, Que.
69,657	St. Antoine	"	"	1873	Montmorency, Que.	99 8	22 8	7 1	99	Thomas Sonne, Montreal, Que.
112,026	St. Antoine	Quebec	Barge—Chd	1901	Leclercville, Que	83 4	23 3	7 2	98	Antoine Morneau, Leclercville, Que.
103,838	St. Antoine	"	Schr—Glt	1895	Château Richer, Que.	64 7	21 0	7 6	54	P. Gosselin, Château Richer, Que.
107,502	St. Antoine	"	Sloop	1898	St. Siméon, Que	32 4	14 2	4 4	12	A. Vezina, St. Siméon, Que.
107,669	St. Antoine	"	Schr—Glt	1899	Crane Island, Que	39 8	16 4	5 4	22	Wilfred Vezina, Crane Island, Que.
116,214	St. Antoine	"	"	1902	Les Eboulements, Que	59 4	18 0	5 2	32	Solenie Tremblay, Les Eboulements, Que.
111,488	St. Antoine	"	"	1900	St. Fulgence, Que.	72 0	20 6	6 8	54	J. T. Alexis, *et al.*, St. Anne de Chicoutimi, Que.
116,703	St. Antoine	"	"	1903	Les Eboulments, Que.	58 0	18 1	5 4	31	Alban Tremblay, Les Eboulments, Que.
121,667	St. Antoine	"	Sloop	1906	L'Islet, Que.	51 0	17 8	4 9	25	Andreas Kirouac, L'Islet, Que.

107,679	St. Antoine de Padoue.	Quebec	Schr—Glt	1900	La Petite Rivière, St. François Xavier, Que.	71 4	22 4	6 4	58	Alfred Bouchard, Petite Rivière, Co. Charlevoix, Que.
111,792	Saint Aubin	Port Hawkesbury	"	1903	Cheticamp, N.S	37 8	22 1	5 9	15	The C. Robin Collas Co., Ltd., Halifax, N.S.
107,885	St. Bartelemy	Montreal	Sloop	1899	St. Aimé, Que	67 7	18 4	4 6	37	Bartelemy Caron, St. Aimé, Que.
111,613	St. Benoit	Quebec	Schr—Glt	1901	La Petite Rivière, St. François Xavier, Que.	67 2	20 2	5 2	41	Joseph Bouchard, Petite Rivière, Que.
107,570	St. Bernard	Parrsboro'	"	1901	Parrsboro', N.S	90 8	26 7	9 1	123	J. N. Pugsley, *et al.*, Parrsboro', N.S.
107,610	St. Bernard	Weymouth	"	1903	St. Bernard, N.S	47 0	15 7	6 2	24	Joseph D. Weaver, St. Bernard, N.S.
85,300	St. Bernardin	Montreal	Sloop	1882	St. Thomas, Que	101 0	23 3	6 7	101	Nazaire Lavigne, Charlemagne, Que.
111,486	St. Cèrice	Quebec	Schr—Glt	1900	Isle aux Coudres, Que.	70 0	23 9	7 2	65	R. Hudson, Quebec, Que.
100,597	St. Charles	Montreal	Sloop	1891	Pierreville, Que	104 4	22 4	6 9	121	Charles Mongeau, Sorel, Que.
107,676	St. Charles	Quebec	"	1899	Green Island, Que	38 0	14 8	4 4	16	Adolphe Fraser, Green Island, Que.
103,131	St. Charles	"	"	1893	L'Islet, Que	30 8	14 6	4 2	16	Phidime Moreault, L'Islet, Que.
71,210	St. Clair	Chatham, Ont	Schr—Glt	1875	Sophiasburgh, Ont	82 0	21 0	8 0	101	Peter Haggbloom, Port Burwell, Ont.
94,739	St. Croix	Windsor, N.S	Bktn—Bkglt	1890	Newport, N.S	157 9	36 5	16 0	653	E. E. Hutchings, Brooklyn, N.Y., U.S.A.
73,100	St. Cyprien	Montreal	Sloop	1872	Pierreville, Que.	105 0	22 8	7 1	128	J. B. Desmarais, Pierreville, Que.
116,889	Saint Dominique	Arichat	Schr—Glt	1904	Petite de Grat, N.S	47 0	13 0	6 9	21	T. Marchand, M.O., Petite de Grat, N.S.
116,717	St. Donat	Quebec	"	1905	St. Croix, Que	82 6	21 8	6 8	75	L. Lafleur, St. Croix, Que.
100,863	St. Edgar	"	"	1893	St. Siméon, Que	58 6	18 0	5 0	25	C. Gagnon, St. Siméon, Que.
100,368	St. Edouard	Quebec	Barge—Chd	1892	Gentilly, Que	105 8	22 9	7 3	134	Philippe Carrette, St. Jean Deschaillons, Que.
122,489	St. Elzear	"	Sloop	1907	Ste. Famille, Que	68 6	23 5	6 0	57	Thomas Bois, Malbaie, Que.
92,761	St. Etienne	"	Schr—Glt	1888	Tadousac, Que	51 8	20 9	5 6	49	Auguste Coté, Grande Baie, Que.
73,048	St. Eulalie	"	"	1875	Les Eboulements, Que	41 5	14 0	5 8	20	François Bourgoing, Tadousac, Que.
74,257	St. Flavie	"	"	1876	Ste. Flavie, Que	46 8	14 7	6 4	28	Ferdinand Emond, Ste. Flavie, Que.
97,135	St. François	"	Sloop	1890	L'Islet, Que	48 0	16 8	1 8	19	H. Fournier, L'Islet, Que.
107,240	St. François	"	"	1898	St. Siméon, Que	41 6	14 3	4 6	17	J. Foster, St. Siméon, Que.
77,551	St. François Xavier	Montreal	"	1874	Batiscan, Que	88 0	22 3	6 6	92	L. Bernier, St. Jean Deschaillons, Que.

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80,747	St. François Xavier	Quebec	Schr—Glt	1878	Mille Vaches, Que	56 1	17 5	6 0	34	Alfred Renaud, La Petite Rivière, St. François Xavier, Que.
121,927	St. François Xavier.	"	Sloop	1906	Riviere St. François, Que	68 4	22 9	5 4	49	Thomas Lavoie, M.O., Riviere St. François, Que.
100,178	St. George	Montreal	"	1891	Shoreham, G.B	28 7	7 5	4 3	5	William A. Benyon, Montreal, Que.
116,221	St. George	Quebec	Barge—Chd	1900	Nicolet, Que	97 2	22 8	7 2	116	Achille Lavigne, St. Paul l'Ermite, Que.
112,032	St. George	"	"	1902	St. Aimé, Que	79 2	22 0	6 5	83	Jean B. Daigle, St. Aimé, Que.
97,123	St. George	"	Sloop	1886	St. Thomas, Que	52 8	16 4	5 4	26	Narcisse Collin, Montmagny, Que.
111,625	St. George	Quebec	"	1901	Les Eboulements, Que	32 8	10 1	5 0	10	George Gagné, Les Eboulements, Que.
116,701	St. George	"	Barge—Chd	1901	St. Jean Deschaillons, Que.	63 6	16 9	4 8	37	Alexandre Hamel, St. Jean Deschaillons, Que.
111,612	St. George	"	Sloop	1901	La Petite Rivière, St. François Xavier, Que.	54 0	18 6	5 2	30	Eugene Dufour, Petite Rivière, St. François Xavier, Que.
103,364	St. George	"	"	1894	Château Richer, Que	60 0	20 6	5 7	43	F. Simard, Château Richer, Que.
88,258	St. George	St. John, N.B	Schr—Glt	1879	Westfield, N.B	55 5	17 0	3 5	26	C. E. Belyea, St. John, N.B.
103,970	St. Gertrude	Montreal	Sloop	1898	St. François du Lac, Que.	104 9	22 9	6 5	111	Donat Charland, Sorel, Que.
103,500	St. Helena	Lunenburg	Schr—Glt	1896	Lunenburg, N.S	97 8	23 8	9 5	99	John H. Pike, Channel, Nfld.
103,329	Saint Helier	Port Hawkesbury	"	1900	Eastern Harbour, N.S	35 4	11 9	6 9	12	The C. Robin, Collas Co., Ltd., Halifax, N.S.

80,700	St. Hilaire	Montreal	Sloop	1882	Batiscan, Que.	102 2	23 0	8 6	146	Louis Sauvageau, Champlain, Que.
107,491	St. Hilaire	Quebec	"	1898	Baie St. Paul, Que	42 6	18 0	6 0	29	P. Tremblay, Isle aux Coudres, Que.
111,623	St. Hilaire	"	Schr—Glt	1901	Grandes Bergeronnes, Que.	70 4	20 3	6 0	50	Joseph Bouillon, Rimouski, Que.
	St. Hyacinthe	Montreal	Barge—Chd	1873	Hawkesbury, Ont.	95 8	23 2	5 2	74	P. Tellier, Lachine, Que.
53,817	St. Jean	Quebec	"	1865	Batiscan, Que.	83 0	22 6	5 6	68	Jean Lemay, St. Jean Deschaillons, Que.
74,220	St. Jean Baptiste	Montreal	Sloop	1872	St. François, Que.	188 4	22 9	7 9	143	A. Bibeau, Notre Dame de Pierreville, Que.
74,223	St. Jean Baptiste	"	"	1876	Yamaska, Que.	78 5	20 0	4 8	51	C. Levesque, Sorel, Que.
80,676	St. Jean Baptiste	"	"	1874	Lachine, Que.	82 2	20 6	5 4	58	Thos. Quillan, St. Henri, Que.
121,926	St. Jean Baptiste	Quebec	Schr—Glt	1906	Les Ecureuils, Que.	70 2	20 6	6 4	62	Jean B. Dussault, Les Ecureuils, Que.
111,469	St. John	Chatham, N.B	"	1901	Shippigan, N.B.	40 7	13 0	5 2	13	John Aché, Shippigan, N.B.
112,167	St. Joseph	"	"	1903	Caraquet, N.B.	33 0	11 8	5 0	10	R. Gionet, Caraquet, N.B.
103,008	St. Joseph	"	"	1893	Shippigan, N.B.	38 3	12 3	4 8	12	A. Aché, Shippigan, N.B.
78,037	St. Joseph	Chatham, Ont	"	1880	Stoney Point, Ont	50 0	15 4	4 0	14	A. Brulé, Chatham, Ont.
74,204	St. Joseph	Montreal	Sloop	1874	Pierreville, Que.	74 7	20 8	5 2	53	A. Desmarais, St. François, Que.
85,770	St. Joseph	"	"	1881	Sorel, Que.	97 3	23 0	7 2	103	Joseph Champagne, Nicolet, Que.
85,775	St. Joseph	"	"	1882	Pierreville, Que.	97 6	23 0	6 9	112	W. Carpentier, Champlain, Que.
90,548	St. Joseph	"	"	1886	Sorel, Que.	104 7	23 0	6 2	101	Eusèbe Lussier, Sorel, Que.
	St. Joseph	Montreal	Barge—Chd	1862	Yamaska, Que	95 7	23 0	6 5	98	Alexis Page, Lanoraie, Que.
	St. Joseph	"	"	1863	Batiscan, Que.	91 5	22 6	5 2	66	Alexis Page, Lanoraie, Que.
90,733	Saint Joseph	Port Hawkesbury	Schr—Glt	1887	Margaree, N.S.	49 0	16 0	6 7	27	John H. Beaver, Pleasant Harbour, N.S.
83,354	St. Joseph	Quebec	"	1881	Isle Verte, Que.	45 5	15 1	3 5	13	J. Peron, Les Eboulements, Que.
73,030	St. Joseph	"	Barge—Chd	1871	St. Aimé, Que.	100 7	23 0	7 0	115	Nazaire Lavigne, Charlemagne, Que.
92,350	St. Joseph	"	"	1888	St. Emélie, Que.	77 4	22 6	6 0	60	Fritz Parrot, Leclercville, Que.
109,867	St. Joseph	"	Schr—Glt	1888	Isle aux Coudres, Que.	47 6	15 6	4 8	19	A. Boily, St. Louis, Isle aux Coudres, Que.
103,353	St. Joseph	"	Sloop	1894	St. Jean Deschaillons, Que.	56 4	17 2	5 2	22	A. Hamel, St. Jean Deschaillons, Que.

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103,626	St. Joseph	Quebec	Schr—Glt	1895	Les Ecureuils, Que	98 9	22 9	7 2	111	A. Bois, Les Ecureuils, Que.
103,840	St. Joseph	"	"	1896	Château Richer, Que.	98 0	23 2	6 9	99	E. Himbeault, Château Richer, Que.
107,232	St. Joseph	"	"	1897	St. Siméon, Que.	64 6	20 5	5 6	48	Vezina Duchene, St. Irenée, Que.
111,481	St. Joseph	"	Sloop	1900	La Petite Rivière, St. François Xavier, Que.	59 4	20 4	5 0	36	Edouard Boily, M.O., Baie St. Paul, Que.
107,234	St. Joseph Trois Saumons.	"	"	1898	St. Jean Port Joli, Que.	49 8	18 2	5 6	28	Joseph Picard, fils., Cap St. Ignace, Que.
....	St. Laurent	Montreal	Barge—Chd	1871	Sorel, Que.	79 4	22 8	5 1	69	A. Gervais, St. Louis de Bonsecours, Que.
111,622	St. Laurent	Quebec	Schr—Glt	1901	Grandes Bergeronnes, Que.	71 2	20 8	6 4	53	Alfred Tremblay, Grandes Bergeronnes, Que.
85,467	St. Laurent	"	"	1882	Rimouski, Que.	75 2	21 0	7 1	70	Joseph Ouellett, St. Germain de Rimouski, Que.
77,873	St. Laurent	"	"	1874	Rivière du Loup, Que.	32 7	12 5	4 5	11	Geo. C. Stephen, Montreal, Que.
97,138	St. Laurent	"	Sloop	1886	L'Islet, Que.	51 0	19 6	5 2	28	Arthur Leclerc, Quebec, Que.
116,704	St. Laurent	"	"	1904	Petite Rivière St. François Xavier, Que.	67 2	20 8	6 3	50	Germain Lavoie, Petite Rivière, St. François Xavier, Que.
107,737	St. Lawrence	Kingston	Dredge—Drague	1890	Cornwall, Ont	90 2	30 1	6 0	125	Michael McAuliff, *et al.*, J.O., Welland, Ont.
74,240	St. Lawrence	Montreal	Sloop	1872	Pierreville, Que.	97 6	23 0	7 0	102	Moïse Lamirande, St. François, Que.
103,461	St. Lidwina	Arichat	Schr—Glt	1899	L'Ardoise, N.S.	35 9	10 2	5 3	11	Alexander Peters, L'Ardoise, N.S.

74,250	St. Louis	Montreal	Sloop	1876	St. Hugues, Que.	77	8	19	5	5	0	50	N. Lavigne, Charlemagne, Que.
90,541	St. Louis	"	"	1886	Yamaska, Que.	97	1	22	4	7	1	114	A. Laplante, Lachine, Que.
59,967	St. Louis	Quebec	Barge—Chd	1869	Ste. Emélie, Que.	94	0	20	0	5	7	73	Jos. Chénard, Ste. Emélie, Que.
74,276	St. Louis	"	Schr—Glt	1875	Mille Vaches, Que.	64	7	17	5	7	3	47	B. Caron, Les Escoumains, Que.
107,496	St. Louis	"	Sloop	1897	St. Siméon, Que.	37	0	13	0	4	0	13	L. Dufour, St. Siméon, Que.
100,362	St. Louis	"	"	1891	Isle aux Coudres, Que.	53	4	15	4	5	8	23	Alfe. Bergeron, Isle aux Coudres, Que.
121,661	St. Louis	"	Schr—Glt	1905	Bay St. Paul, Que.	77	0	24	6	6	8	73	Louis Mailloux, *et al.*, J.O., Bay St. Paul, Que.
75,636	Saint Louis	St. Catharines	Bktn—Bkglt	1877	St. Catharines, Ont.	127	7	26	2	11	9	334	D. Sylvester, Toronto, Ont.
85,307	St. Louis de Bonsecour.	Montreal	Sloop	1878	St. Louis, Que.	73	5	18	6	4	6	40	F. Varieur, St. Louis de Bonsecours, Que.
109,173	St. Marie	"	"	1889	St. Aimé, Que.	79	4	20	2	5	0	52	Nazaire Lavigne, Charlemagne, Que.
77,596	St. Marie	"	"	1897	Sorel, Que.	101	0	22	3	6	5	117	A. Fortier, Montreal, Que.
	St. Marie	"	Barge—Chd	1864	Lachine, Que.	93	6	20	0	6	6	103	P. Laplante, Lachine, Que.
94,872	St Maurice	"	Sloop	1888	Pierreville, Que.	98	6	22	7	6	6	112	Michel Cardin St. Joseph de Sorel, Que.
103,723	Saint Maurice	Parrsboro'	Schr—Glt	1896	Port Greville, N.S.	119	9	31	3	11	3	272	A. W. Copp, Parrsboro', N.S.
94,877	St. Michel	Montreal	Sloop	1887	Yamaska, Que.	92	0	20	8	6	4	90	Philip Carrett, St. Jean Deschaillons, Que.
121,670	St. Michel	Quebec	"	1906	La Petite Riviere, Que.	59	0	18	8	5	4	34	Eloi Bouchard, La Petite Riviere St. Francois, Que.
92,543	St. Nicholas	Montreal	"	1885	Pierreville, Que.	85	8	16	9	4	0	45	Canadian Construction Company, Ltd., Montreal, Que.
100,453	St. Nicolas	Quebec	Schr—Glt	1891	Château Richer, Que.	70	0	23	8	6	4	66	James Richardson Co., Ltd., Matane, Que.
116,321	St. Olaf	Parrsboro'	Schr—Glt	1903	Parrsboro', N.S.	130	6	33	1	11	0	277	J. N. Pugsley, *et al.*, Parrsboro', N.S.
108,000	St. Patrick	Canso	"	1901	Port Felix, N.S.	43	0	13	2	7	6	18	R. Belfountaine, Port Felix, N.S.
83,096	Saint Patrick	Chatham, N.B.	"	1884 1894	Margaree, N.S.	41	2	13	9	5	7	16	J. White, Alberton, P.E.I.
103,464	St. Patrick	Halifax	"	1899	L'Ardoise, N.S.	55	5	14	3	8	0	27	Harris Corkum, East Jeddore, N.S.
100,582	St. Patrick	Montreal	Sloop	1890	Pierreville, Que.	93	0	22	5	6	3	96	Victor Charland, St. Jean Des Chaillons, Que.
75,676	St. Patrick de Fraserville	Quebec	"	1877	Rivière du Loup, Que.	54	2	18	5	5	9	36	A. Desbien, Isle aux Coudres, Que.
122,065	St. Paul	Montreal	Sloop	1898	St. Thomas de Pierreville, Que.	88	5	20	3	5	1	65	Paul Joly, Ste. Anne de Sorel, Que.

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111,620	St. Paul	Quebec	Sloop	1901	Baie St. Paul, Que	66 6	24 6	6 2	56	The La Ferriere Lumber Co., Ltd., Montreal, Que.
97,174	St. Paul	Windsor, N.S	Bktn—Bkglt	1890	Newport, N.S	134 9	33 0	15 0	440	T. C. Thomson, Mobile, Ala., U.S.A.
107,776	St. Peter	Chatham, N.B	Schr—Glt	1900	Shippigan, N.B.	39 0	12 6	5 0	12	Adolphe Aché, Shippigan, N.B.
88,297	St. Philippe	Quebec	Barge—Chd	1884	St. Thomas de Pierreville, Que.	100 0	22 5	7 4	121	Jos. Durand, Champlain, Que.
77,553	St. Pierre	Montreal	Sloop	1876	St. Pierre, Que	82 5	22 0	6 0	76	L. St. Cyr, St. Pierre les Becquets, Que.
80,688	St. Pierre	Montreal	"	1881	Sorel, Que	102 2	22 2	6 6	113	Philéas Desmarais, Notre Dame de Pierreville, Que.
77,584	St. Pierre	"	"	1875	St. Thomas, Que	70 0	18 3	4 3	39	P. Bellefeuille, Sorel, Que.
107,899	St. Pierre	"	Dredge—Drague	1899	Three Rivers, Que	79 2	28 0	8 1	180	Antoine St. Pierre Three Rivers, Que.
97,140	St. Pierre	Quebec	Schr—Glt	1891	Baie des Bacons, Que	67 4	20 6	5 0	44	Joseph Dufour, Isle aux Coudres, Que.
103,624	St. Pierre	"	"	1896	St. Fulgence, Que	66 6	21 2	6 6	55	Leander Bouchard, Port Neuf, Que.
103,564	St. Roch	Montreal	Sloop	1894	Pierreville, Que	107 9	22 8	7 9	110	Miss Melina Robillard, Lanorie, Que.
103,987	St. Roch	Quebec	"	1897	Grandes Bergeronnes, Que.	57 0	19 0	4 8	32	A. Tremblay, Grandes Bergeronnes, Que.
107,228	St. Roch	"	"	1897	Isle aux Grues, Que	64 2	21 0	5 2	41	C. Vézina, Isle aux Grues, Que.
122,062	St. Romuald	Montreal	"	1906	Notre Dame de Pierreville, Que.	109 7	23 6	7 7	138	Adolphe Marchand, Champlain, Que.

107,318	St. Stephen	Halifax	Schr—Glt	1899	Port Felix, N.S	47 5	12 7	6 8	19	Moses Cahoon, Canso, N.S.
111,902	St. Thomas	Arichat	"	1901	Rockdale, N.S.	30 0	11 0	5 6	10	Thomas Pottie, Rockdale, N.S.
112,041	St. Thomas	Quebec	Sloop	1902	Montmagny, Que	62 4	19 5	5 7	37	Napoleon Fortin, Cap. St. Ignace, Que.
73,090	St. Zénon	Montreal	"	1870	Lanoraie, Que	97 0	23 0	6 3	96	E. Haynemand, Lanoraie, Que.
107,225	Ste. Alphonsine	Quebec	Schr—Glt	1897	Château Richer, Que	59 0	18 6	8 1	44	F. Simard, Château Richer, Que.
90,433	Ste. Anne	Barrington	"	1890	Eel Brook, N.S	38 0	12 5	4 5	11	F. A. Smith, Cape Island, N.S.
117,187	Ste. Anne	Chatham, N.B	"	1906	Shippigan Island, N.B.	37 0	13 0	5 4	13	Jean P. Noel, Shippigan Island, N.B.
88,319	Ste. Anne	Quebec	"	1883	St. Antoine, Que	34 6	13 5	5 3	11	C. Vézina, Crane Island, Que.
73,026	Ste. Anne	"	"	1878	Betchouan, Que	45 0	16 2	6 5	20	Lazare Michaud, Isle Verte, Que.
92,765	Ste. Anne	"	"	1886	Bon Désir, Que	48 8	16 8	6 1	28	J. Truchon, Bon Désir, Que.
116,216	Ste. Anne	"	"	1901	Manicouagan, Que	54 6	18 2	6 8	40	Ben. E. Goudreault, Manicouagan, Que.
74,251	Ste. Anne	"	Barge—Chd	1873	Lanoraie, Que	90 8	22 5	7 7	120	Alfred Morin, Champlain, Que.
85,466	Ste. Anne	"	Schr—Glt	1883	Ste. Luce, Que	59 0	19 3	6 6	44	Jos. Caron, Tadousac, Que.
83,352	Ste. Anne	"	"	1881	Seven Islands, Que	44 1	13 7	6 4	18	D. Morin, L'Islet, Que.
103,149	Ste. Anne	"	"	1894	Isle aux Coudres, Que	55 6	17 4	6 0	36	Cleophas Vézina, St. Michel de Bellechasse, Que.
107,661	Ste. Anne	"	"	1898	St. Irénée, Que	83 4	23 7	9 2	102	Celestin Lajoie, St. Irénée, Que.
107,670	Ste. Anne	"	"	1899	Moisie River, Que	41 2	13 6	5 6	18	Cleophas Pelletier, Little Matane, Que.
107,677	Ste. Anne	"	Barge—Chd	1898	St. Antoine de Tilley, Que.	96 6	25 1	7 2	122	Lean Collin, St. Antoine de Tilley, Que.
103,832	Ste. Anne	"	Schr—Glt	1895	Les Eboulements, Que	50 8	17 8	6 0	31	A. Tremblay, Les Eboulements, Que.
107,231	Ste. Anne	"	"	1897	Manicouagan, Que	35 6	12 4	5 4	13	M. Chouinard, Manicouagan, Que.
122,255	Ste. Anne	"	"	1906	Ste. Anne de la Pocatiere, Que.	49 6	16 5	6 4	28	Auguste Lafrance, Ste. Anne de la Pocatiere, Que.
103,973	Ste. Augustine	"	"	1896	Sandy Bay, Que	36 4	12 8	5 0	12	Joseph Harvey, Isle aux Coudres, Que.
66,035	Ste. Catherine	"	"	1869	Point du Lac, St. Maurice, Que.	76 0	22 5	7 0	79	M. S. Delisle, Portneuf, Que.
117,189	Ste. Cecelia	Chatham, N.B	"	1906	Shippigan Island, N.B.	37 0	12 8	5 4	13	Gelas Aché, Shippigan Island, N.B.
112,037	Ste. Croix	Quebec	Sloop	1902	La Petite Rivière, Que.	65 4	20 2	5 6	44	Raymond Lavoie, La Petite Rivière, St. François Xavier, Que.

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107,667	Ste. Croix	Quebec	Schr—Glt	1899	Ste. Croix, Que.	77 2	21 4	6 2	63	Utald Desrochers, Ste. Croix, Que.
122,051	Ste. Julie	Chatham, N.B	"	1906	Shippigan Island, N.B.	37 0	13 0	5 3	12	Octave P. Noel, Shippigan Island, N.B.
112,031	Ste. Marie	Quebec	"	1902	Manicouagan, Que.	58 8	18 4	7 0	47	Etienne Landry, Manicouagan, Que.
92,334	Ste. Marie	Quebec	Schr—Glt	1886	Moïsie, Que.	60 0	20 6	7 8	53	Wilfrid Guimond, St. Jerome de Matane, Que.
107,508	Ste. Marie	"	Barge—Chd	1898	St. Siméon, Que.	95 0	23 2	7 4	107	Arthur Talon, St. Siméon, Que.
107,507	Ste. Marie	"	Schr—Glt	1898	"	64 8	20 2	5 4	41	Wm. Savard, St. Siméon, Que.
88,305	Ste. Marie Anne	"	"	1884	Château Richer, Que.	70 6	19 4	6 4	51	Zéphirin Rhéaume, Château Richer, Que.
126,342	Sakotis	Barrington	Sloop.	1908	Clarke's Harbour, N.S.	33 0	12 0	5 7	11	Benjamin Newell, West Head, Cape Island, N.S.
74,246	Salaberry	Montreal	"	1869	Pierreville, Que.	84 3	22 5	6 0	74	A. Levigne, Charlemagne, Que.
80,763	Salmon Queen	Quebec	Schr—Glt	1881	Murray Bay, Que.	38 5	14 0	4 5	15	J. Jean, Murray Bay, Que.
92,545	Salvail	Montreal	Barge—Chd	1887	Yamaska, Que.	107 7	22 7	8 4	168	Pierre Letendre, Yamaska, Que.
107,301	Sam Slick	Windsor, N.S.	Schr—Glt	1898	Mt. Denison, N.S.	78 0	22 9	8 8	90	Patrick George and J. T. Johnson, Parrsboro', N.S.
103,334	Sancta Anna	Montreal	Sloop	1894	Pierreville, Que.	116 8	24 8	10 1	228	Joseph Paul and Augustin Dumas, J.O., Contrecoeur, Que.
97,015	Sand Fly	St. Catharines	Scow—Chd	1885	U.S.A.	45 2	20 0	3 1	28	W. Hand, Port Dalhousie, Ont.

88,525	Sandy	Hamilton	Scow—Chd	1886	Hamilton, Ont.	52	0	14	0	4	0	28	Oscar Matthews, M.O., Hamilton Ont.
126,094	Sandy Hook	St. Catharines	Barge—Chd			138	7	32	0	9	8	214	Joseph Battle, Thorold, Ont.
88,589	Sanford	Yarmouth	Schr—Glt	1884	Maitland, N.S.	45	5	14	8	5	8	20	W. A. Killam, Yarmouth, N.S.
74,401	Sara	Chatham, N.B.	"	1876	Shippigan, N.B.	35	0	11	3	4	4	11	Nazaire Noël, Shippigan, N.B.
88,296	Sara	Quebec	Yawl—Yole	1884	St. Laurent, Island of Orleans, Que	28	5	11	2	4	0	8	Adelard Patry, Beaumont, Que.
100,907	Sarah	Chatham, N.B.	Schr—Glt	1890	Caraquet, N.B.	38	1	13	0	4	4	10	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
*71,136	Sarah	Port Burwell	"	1871 1882	Port Dover, Ont.	73	3	19	4	6	6	65	C. Graham, Kincardine, Ont.
†64,511	Sarah	St. John, N.B.	"			47	0	15	0	6	7	23	James Cosman, Meteghan River, N.S.
88,438	Sarah A. Townsend	Halifax	"	1881	Pugwash, N.S.	93	5	25	3	10	8	149	E. F. Garnier, North Sydney, N.S.
103,010	Sarah B.	"	"	1889	Caraquet, N.B.	36	5	12	2	4	5	10	J. Le Bouthiller, Caraquet, N.B.
61,907	Sarah D.	Liverpool	"	1870	Liverpool, N.S.	38	0	13	5	5	3	12	J. Hawbolt, Chester, N.S.
94,756	Sarah E. Ells	St. John, N.B.	"	1889	Baxter's Harbour, N.S.	42	7	15	3	6	1	19	L. Houghton, Hall's Harbour, N.S.
85,483	Sarah H. Seeton	Shelburne	"	1883	Lockeport, N.S.	80	0	23	0	8	9	95	Albert Garnier, St. George's Bay, Nfld.
75,639	Sarah Jane	St. Catharines	Barge—Chd	1872	Port Robinson, Ont.	131	0	24	5	9	5	238	J. S. Nesbitt, Sarnia, Ont.
100,746	Sarah Jane	Windsor, N.S.	Schr—Glt	1896	Baxter's Harbour, N.S.	49	0	14	0	5	6	15	Jas. D. Ellis, *et al.*, Kingsport, N.S.
64,869	Sarah L. Oxner	Halifax	"	1872	Port Medway, N.S.	48	0	17	4	7	0	34	Edward D. Delory, *et al.*, Georgetown, P.E.I.
103,252	Sarah M.	St. John, N.B.	"	1894	Black River, N.B.	69	0	23	0	5	8	77	R. P. & W. F. Starr, Ltd., St. John, N.B.
100,218	Sarah M. W.	Halifax	"	1892	St. Margaret's Bay, N.S.	38	2	12	7	5	5	14	Hezekiah Wamboult, Indian Harbour, N.S.
94,992	Sarah P. Ayer	Charlottetown	"	1869	Gloucester, Mass., U.S.A.	74	5	21	6	7	0	64	James S. Gordon, Alberton, P.E.I.
111,741	Saratoga	Lunenburg	"	1902	Mahone Bay, N.S.	86	8	22	9	9	8	92	Chas. U. Mader, *et al.*, Mahone Bay, N.S.
122,257	Sarsfield	Quebec	Barge—Chd	1907	Bay St. Paul, Que.	121	6	32	0	7	6	248	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.
88,495	Saskatchewan	Winnipeg	"	1882	Winnipeg, Man.	146	4	24	5	7	2	219	The Northwest Navigation Co., Ltd., Winnipeg, Man.
117,190	Saturn	Chatham, N.B.	Schr—Glt	1906	New Bandon, N.B.	33	6	12	3	5	0	10	Dominic Blanchard, New Bandon, N.B.
122,048	Saucy Imp	St. Andrews	Sloop	1906	West Isles, N.B.	28	0	11	7	6	0	11	Charles Green, West Isles, N.B.
	Saucy Jack	Port Dover	Schr—Glt	1864	Sandusky Creek, O., U.S.A.	72	0	16	0	6	7	68	J. H. McDonald, Toronto, Ont.

* Formerly "Lurea Emma." † Foreign name "Romp"

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100,800	Saucy Lass	Victoria	Schr—Glt	1892	Victoria, B.C.	57 4	19 8	8 2	38	Victoria Sealing Co., Ltd., Victoria, B.C.
126,157	Sault au Mouton	Montreal.	"	1907	Les Escoumains, Que.	102 5	26 7	6 3	71	Joseph A. N. Mercier, Sault au Mouton, Que.
103,070	Savitar	St. John, N.B.	Sloop.	1895	Boston, Mass., U.S.A.	26 3	10 0	2 9	3	J. C. Belyea, M.O., St. John, N.B.
90,480	Savona	Maitland	Ship—3 m.	1891	South Maitland, N.S.	226 9	40 5	23 2	1584	M. Dickie, Truro, N.S.
103,584	Saxon	Chatham, N.B	Schr—Glt	1896	Shippigan, N.B	37 2	12 2	4 8	13	Philip Rive, Caraquet, N.B.
100,799	Sayward No. 1.	Victoria	Barge—Chd	1893	Victoria, B.C.	78 0	27 5	6 0	101	Sayward Mill & Lumber Co., Ltd., Victoria, B.C.
92,627	Sceptre	Lunenburg	Bgtn—Bkglt	1887	Lunenburg, N.S	86 0	24 5	9 6	100	Zwicker & Co., Ltd., Lunenburg, N.S.
116,529	Scotia.	Lunenburg.	Schr—Glt	1905	La Have, N.S.	72 2	22 6	8 6	78	A. Burns, M.O., La Have, N.S.
112,328	Scotia Queen	Parrsboro'	"	1903	Fox River, N.S.	87 0	27 0	8 8	108	T. Dunsmore, Economy, N.S.
122,119	Scout	Sydney	Sloop	1907	Port Hawkesbury, N.S.	24 0	6 9	3 0	3	Arthur E. Nash, Sydney, C.B.
122,171	Scout No. 1.	Port Arthur.	Scow—Chd	1903	Port Arthur, Ont.	96 0	19 0	7 0	87	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
111,656	Scow No. 1	Montreal	"	1901	Hawkesbury, Ont.	138 0	31 4	6 8	253	Riordan Paper Mills, Ltd., Merritton, Ont.
111,657	Scow No. 2.	"	"	1901	"	138 6	31 5	6 8	251	" "
122,238	Scow No. 2.	Montreal.	"	1906	Montreal, Que.	109 0	28 0	7 1	172	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.

122,172	Scow No. 2	Port Arthur	Scow—Chd	1903	Port Arthur, Ont.	73	0	22	0	7	0	112	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
111,658	Scow No. 3	Montreal	"	1901	Hawkesbury, Ont.	103	8	24	1	6	6	138	Riordan Paper Mills, Ltd., Meritton, Ont.
122,269	Scow No. 3	"	"	1903	Montreal, Que.	97	2	25	1	6	0	119	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
107,947	Scow No. 4	St. Catharines	"	1901	Buffalo, N.Y., U.S.A.	89	5	34	2	10	3	282	Michael J. Hogan, Quebec, Que.
122,270	Scow No. 6	Montreal	"	1906	Grenville, Que.	103	7	30	0	6	4	165	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
122,401	Scow No. 7	Montreal	"	1906	Montreal, Que.	107	4	30	6	6	4	171	" "
122,402	Scow No. 8	Montreal	"	1907	Montreal, Que.	109	2	29	4	6	8	174	" "
122,403	Scow No. 9	Montreal	"	1907	Montreal, Que.	109	6	29	0	6	9	175	" "
112,011	Scow No. 28	Port Arthur	"	1891	Duluth, Minn., U.S.A.	104	0	26	5	11	0	230	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
112,012	Scow No. 29	"	"	1891	"	104	0	26	5	11	0	230	" "
112,013	Scow No. 31	"	"	1891	"	72	0	22	0	6	0	82	" "
121,710	Scow No. 36	Toronto	"	1905	Toronto, Ont.	124	5	32	2	10	5	421	" "
121,841	Scow No. 37	"	"	1905	Toronto, Ont.	124	5	32	2	10	5	421	" "
72,092	Scud	Chatham, N.B.	"	1876	Richibucto, N.B.	52	0	17	8	6	6	28	Robert Cochrane, Richibucto, N.B.
100,433	Scud	Moncton	"	1891	Hopewell, N.B.	34	8	12	1	5	1	11	C. W. Edgett, M.O., Moncton, N.B.
100,082	Scud	St. John, N.B.	"	1891	French Lake, N.B.	63	7	20	4	5	4	56	H. S. Upton, French Lake, Sunbury Co., N.B.
85,737	Scylla	Halifax	"	1883	Mahone Bay, N.S.	83	8	24	0	9	0	95	Ishmael Nauffts, Liscomb, N.S.
59,928	Sea Bird	Chatham, N.B.	Schr—Glt	1892	Shippigan, N.B.	34	0	12	1	5	0	10	W. S. Loggie, Co., Ltd., Chatham, N.B.
97,042	Sea Bird	Halifax	"	1869	Chezzetcook, N.S.	38	2	13	7	5	8	17	Louis Murphy, Ship Harbour, N.S.
	Sea Bird	Kingston	"	1867	Battersea, Ont.	91	8	21	9	7	7	121	Mary A. Cameron, Picton, Ont.
59,200	Sea Bird	St. John, N.B.	"	1868 1883	Greenwich, N.B.	76	3	26	7	7	3	80	J. D. Andrews, Westfield, N.B.
116,939	Sea Bird	Victoria	"	1906	Massett, B.C.	36	0	12	0	7	0	15	Andrew Brown, Massett, B.C.
100,901	Sea Flower	Chatham, N.B.	"	1892	Caraquet, N.B.	37	0	12	7	5	0	12	Mrs. Sarah Young and F.T.B. Young, J.O., Caraquet, N.B.
100,914	Sea Flower	"	"	1892	"	36	0	12	2	5	3	11	The C. Robin Collas Co., Ltd., Halifax, N.S.
59,322	Sea Flower	St. John, N.B.	"	1870	St. George, N.B.	34	0	12	4	5	0	11	James Thompson, Chance Harbour, N.B.

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75,724	Sea Foam	Barrington	Schr—Glt	1878	Salmon River, N.S.	70 7	23 0	8 5	75	The Cape Sable Packing Co., Ltd., *et al.*, Yarmouth, N.S.
96,926	Sea Foam	Chatham, N.B	"	1890	Malpeque, P.E.I	37 5	13 6	5 6	15	M. Lantaigne, Caraquet, N.B.
88,284	Sea Foam	St. Andrews	"	1874	Briar Island, N.S.	33 4	12 0	5 3	13	Daniel Leavitt, St. George, N.B.
122,043	Sea Foam	"	Sloop	1898	West Isles, N.B.	28 0	12 8	6 0	14	Milford C. Kent, Grand Manan, N.B.
100,314	Sea Fox	Yarmouth	Schr—Glt	1892	Shelburne, N.S.	74 5	15 8	5 6	19	W. C. Newcombe, Hopewell Cape, N.B.
90,474	Sea Gull	Maitland	"	1880	Urbania, N.S.	55 0	16 9	4 5	26	R. S. Watson, Admiral Rock, N.S.
51,969	Sea Hound	Liverpool	"	1866	Tusket Wedge, N.S.	51 0	16 5	5 8	32	Mrs. Sophia McKenzie, Jordan Bay, N.S.
94,747	Sea King	St. John, N.B	"	1888	Cambridge, N.B.	53 3	20 6	5 7	33	W. H. Greer, St. John, N.B.
71,308	Sea Mouse	Richibucto	"	1882	Rexton, N.B.	32 2	12 2	4 6	10	John Doucette, Rexton, N.B.
116,280	Sea Nymph	Halifax	"	1903	Sherbrooke, N.S.	71 5	20 5	9 0	77	Geo. Murdock, *et al.*, Sherbrooke, N.S.
107,189	Sea Pearl	Charlottetown	"	1899	Lower Montague, P.E.I.	33 9	12 6	5 9	11	Augustine Boudreau, Lower Montague, P.E.I.
92,513	Sea Pink	St. Andrews	"	1878	Briar Island, N.S.	29 0	10 0	5 0	8	Alfred W. Wilcox, West Isles, N.B.
92,629	Sea Queen	Lunenburg	"	1883	Mill Cove, N.S.	43 0	15 6	6 0	21	George D. Young, Mill Cove, N.S.
112,390	Sea Queen	Sydney	"	....	.....	60 2	19 4	7 0	36	Murdock N. McRae, Nyanza, N.S.

37,612	Sea Slipper	Charlottetown	Schr—Glt	1858	Mahone Bay, N.S.	50	3	17	4	7	8	41	Henry Hayden, Pictou, N.S.
100,616	Sea Slipper	Shelburne	"	1891	Green Harbour, N.S.	32	6	12	8	5	1	11	James Enslow, sr., Green Harbour, N.S.
96,731	Sea Star	Chatham, N.B.	"	1889	Shippigan, N.B.	35	7	12	8	4	8	13	Joseph Savoy, Shippigan, N.B.
75,680	Sea Star	Quebec	"	1877	Betchouan, Que.	57	4	19	5	8	0	52	Achille Gagnon, Malbaie, Que.
122,082	Sea View	Charlottetown	"	1906	Sea View, P.E.I.	37	4	13	7	5	5	13	Stanford Pickering, M.O., Sea View, P.E.I.
74,255	Seabird	Quebec	"	1875	St. Jean des Chaillons, Que.	80	8	22	8	8	5	104	Gaspard Dorion, Château Richer, Que.
100,255	Seaflee	Halifax	"	1889	Little Harbour, N.S.	37	0	12	4	6	0	12	Howard S. Munroe, White Head, N.S.
121,684	Seaton L.	Yarmouth	Sloop	1901	Clarke's Harbour, N.S.	33	0	11	4	6	0	12	Nehemiah M. Smith, Clarke's Harbour, N.S.
88,229	Seaway	Halifax	Schr—Glt	1884	Chezzetcook, N.S	43	8	15	2	6	4	22	Gabriel Murphy, Chezzetcook, N.S.
100,471	Secret	Lunenburg	"	1892	Lunenburg, N.S	78	5	21	1	9	0	76	J. A. Mathieson, Charlottetown, P.E.I.
100,085	Selina	St. John, N.B.	"	1892	St. Martin's, N.B.	71	3	23	2	6	2	60	C. T. White, Alma, N.B.
103,097	Selkirk	Montreal	"	1891	Kingston, Ont	183	3	31	5	11	5	719	Montreal Transportation Co., Ltd., Montreal, Que.
121,878	Selma	Yarmouth	Sloop	1906	Tusket Wedge, N.S.	35	0	11	3	7	0	11	Angus Cotreau, M.O., Tusket Wedge, N.S.
92,341	Semida	Quebec	Schr—Glt	1887	Grandes Bergeronnes, Que	52	0	18	4	7	0	41	Mederic Desbiens, Isle aux Coudres, Que.
80,698	Senator	Montreal	Barge—Chd	1882	Kingston, Ont	150	7	26	8	9	5	308	Montreal Transportation Co., Ltd., Montreal, Que.
103,774	Senator Snowball	Chatham, N.B.	Schr—Glt	1897	Chatham, N.B.	53	2	17	7	7	4	31	R. R. Call, Newcastle, N.B.
85,457	Senecal	Quebec	Sloop	1883	Quebec, Que	60	0	19	0	5	7	38	Paul Barette, jr., Mille Vaches, Que.
100,323	Senora	Yarmouth	Schr—Glt	1893	Pubnico, N.S.	78	2	22	9	8	4	85	M. A. Surette, *et al.*, Pubnico, N.S.
96,871	Sephie	Goderich	"	1889	Goderich, Ont	136	0	27	6	10	1	261	Ontario Lumber Co., Ltd., Toronto, Ont.
57,132	Serene	Parrsboro'	"	1868	Pubnico, N.S.	69	0	21	0	8	0	54	C. Augustus Lamb, Parrsboro, N.S.
122,108	Seretha	Yarmouth	Sloop	1905	Shelburne, N.S.	30	0	10	6	6	0	10	Samuel N. Atkinson, Cape Island, N.S.
88,648	Severn	Charlottetown	Bktn—Bkglt	1884	Egmont Bay, P.E.I.	146	6	29	1	15	9	397	Colin C. Wyllie, London, Eng.
103,215	Severn	Ottawa	Scow—Chd.	1890	Buckingham, Que.	50	0	14	4	4	3	16	G. Bothwell, Buckingham, Que.
85,448	Severn	Windsor, N.S.	Schr—Glt	1884	Newport, N.S.	148	0	32	6	15	9	446	Edward E. Hutchings, New York, N.Y., U.S.A.
107,762	Shamrock	Charlottetown	"	1902	Alberton, P.E.I.	56	6	16	7	6	7	27	Charles J. Stright, Victoria, Lot 29, P.E.I.

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111,430	Shamrock	Halifax	Schr—Glt	1902	Beckerton, N.S.	48 7	15 2	7 2	23	Alfred Vigneau, M.O., Amherst, N.S.
116,286	Shamrock	"	"	1903	Chezetcook, N.S.	52 2	16 0	6 7	30	Peter Ferguson, Chezetcook, N.S.
107,963	Shamrock	Lunenburg	"	1900	Lunenburg, N.S.	90 4	24 3	9 3	89	Adam Knickle, M.O., Lunenburg, N.S.
100,346	Shamrock	Maitland	"	1902	Maitland, N.S	68 5	20 3	7 6	53	Wm. D. Lawrence, Maitland, N.S.
125,996	Shamrock	Quebec	"	1907	Montmagny, Que.	94 8	26 3	5 4	81	The Price Brothers & Co., Ltd., Quebec, Que.
122,041	Shamrock	St. Andrews	Sloop	1901	Grand Manan, N.B.	33 0	11 0	5 0	10	Ward S. Foster, Grand Manan, N.B.
112,386	Shamrock	Sydney	Schr—Glt	1903	Ingonish, N.S.	38 0	12 0	4 6	11	Robt. D. Nutter, Glace Bay, N.S.
107,334	Shamrock	Yarmouth	Sloop	1899	Pubnico, N.S.	38 0	12 4	7 0	17	Henry R. Ross, St. John, N.B.
116,338	Shamrock III	Ottawa	Barge—Chd	1903	Barry's Bay, Ont.	50 0	11 5	3 0	70	Ontario Corundum Co., Ltd., Ottawa, Ont.
†117,166	Shanks	Windsor, N.S.	Bk—Bq	1884	Italy	193 0	37 0	23 0	1034	George E. M. Lewis, Truro, N.S.
122,303	Shannon	Lunenburg	Schr—Glt	1907	La Have, N.S.	66 4	21 3	7 8	63	James Bell, M.O., Dublin Shore, N.S.
111,556	She Said No	St. Andrews	Sloop	1888	Pembroke, Me., U.S.A.	28 0	12 0	5 6	11	Samuel Lakeman, Grand Manan, N.B.
74,237	Sheba	Montreal	Barge—Chd	1873	St. Marcel, Que.	71 7	20 4	5 0	44	Hilaire Cartier, St. Louis, Que.
100,418	Shepherd Boy	Ottawa	Sloop	1893	Ottawa, Ont.	83 6	21 0	5 3	62	T. H. Kirby, Ottawa, Ont.

†Foreign name "Affezione."

117,118	Shinyei Maru	Vancouver	Schr—Glt	1905	Bowen Island, B.C.	66 0	16 5	6 0	45	H. Oura, Steveston, B.C.
111,784	Sidney	Victoria	Barge—Chd	1900	Everett, Wash., U.S.A.	158 0	36 0	5 4	263	John Hendry, Vancouver, B.C.
126,179	Sidney No. 2	New Westminster	"	1908	Seattle, U.S.A.	160 0	34 0	8 9	378	Vancouver, Victoria & Eastern Ry. & Navigation Co., Vancouver, B.C.
111,413	Sigdrifa	Lunenburg	Sloop	1877	Boston, Mass., U.S.A.	35 7	11 6	6 5	13	John S. Wells, Whithead, N.S.
85,535	Sigefroi	Yarmouth	Schr—Glt	1883	Tusket Wedge, N.S.	61 6	18 9	7 0	41	A. D. Giffin, Lockeport, N.S.
103,376	Sigurros	Winnipeg	"	1893	Icelandic River, Man.	51 0	12 5	4 8	21	Kristyon Finnson, Icelandic River, Man.
112,023	Silver Bell	Canso	"	1903	Tor Bay, N.S.	37 0	13 6	6 0	14	George Schrader, Tor Bay, N.S.
59,357	Silver Bell	St. Andrews	"	1874	Campo Bello, N.B.	30 5	12 0	5 5	13	Peter Mullock, Campo Bello, N.B.
112,329	Silver Leaf	Parrsboro'	"	1903	Spencer's Island, N.S.	130 7	31 8	12 3	283	Johnson Spicer, *et al.*, Spencer's Island, N.S.
100,961	Silver Moon	Chatham, N.B.	"	1893	Shippigan, N.B.	37 4	13 0	5 0	14	W. S. Loggie Co., Ltd., Chatham, N.B.
122,085	Silver Spray	Charlottetown	"	1907	Montague, P.E.I.	35 6	13 9	5 6	16	William Johnstone, Montague, P.E.I.
103,733	Silver Spray	Parrsboro'	"	1897	West Bay, N.S.	31 6	11 9	4 4	9	George Mowatt, *et al.*, J.O., Ste. Croix, N.B.
116,656	Silver Spray	Yarmouth	Sloop	1904	Yarmouth, N.S.	39 0	12 0	5 6	11	Chas. O. Nickerson, Yarmouth, N.S.
116,655	Silver Star	Maitland	Schr—Glt	1907	Lower Selmah, N.S.	88 9	26 2	7 9	99	Andrew M. Anthony, Lower Selmah, N.S.
116,881	Silver Swan	Arichat	"	1904	Larry's River, N.S.	40 0	14 6	6 6	20	Joseph Bonnebie, M.O., Larry's River, N.S.
88,272	Simeon H. Bell	St. Andrews	"	1880	Eastport, Me., U.S.A.	31 0	12 2	5 8	14	J. R. Moses, Grand Manan, N.B.
77,629	Singapore	Kingston	"	1878	Kingston, Ont	106 0	25 4	9 9	186	J. C. Sutherland, Goderich, Ont.
75,632	Sir C. T. Van Straubenzie.	St. Catharines	Bktn—Bkglt	1875	St. Catharines, Ont.	127 7	26 2	13 0	317	Pittsburg & Erie Coal Co., Ltd., Toronto, Ont.
109,788	Sir Charles	Chatham, N.B.	Schr—Glt	1887	Caraquet, N.B.	36 5	12 3	4 5	11	Mrs. Sarah Young and F.T.B. Young, J.O., *et al.*, Caraquet, N.B.
107,731	Sir Hector	Kingston	Dredge—Drague	1883	Point Lévis, Que	106 8	34 7	7 0	183	W. J. Poupore, Montreal, Que.
107,433	Sir John	St. Andrews	Sloop	1892	Grand Manan, N.B.	31 2	11 3	5 0	11	Hiram Morse, Grand Manan, N.B.
97,064	Sir John A. McDonald.	Charlottetown	Schr—Glt	1892	Murray Harbour, P.E.I.	56 5	19 8	6 9	46	C. W. Anderson, Sherbrooke, N.S.
107,186	Sir Louis	"	"	1898	Malpeque, P.E.I.	78 5	23 2	8 9	86	Peter McNutt, Darnley, P.E.I.
107,327	Sir Wilfred	Halifax	"	1899	St. Margaret's Bay, N.S.	39 0	14 5	6 2	18	Charles Fader, St. Margaret's Bay, N.S.
85,402	Sir Wilfrid	Amherst	"	1903	Magdalen Islands, Que.	63 6	19 9	7 3	51	Amedee Cyr, Magdalen Islands, Que.

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*42,987	Sir Wilfrid	Pictou, N.S.	Schr—Glt	1863 1900	Murray Harbour, P.E.I	53 8	17 1	7 4	39	Alexander Roberts, Tatamagouche, N.S.
112,186	Sir Wilfrid	Toronto	Dredge—Drague	1902	Toronto, Ont.	107 7	36 8	9 3	570	Polson Iron Works, Ltd., Toronto, Ont.
100,703	Sirdar	Pictou, N.S.	Bktn—Bkglt	1899	River John, N.S	145 0	35 6	15 7	498	Charles H. McLeman, *et al.*, River John, N.S.
69,599	Siren	Montreal	Barge—Chd	1874	Point Lévis, Que	137 3	30 0	9 9	307	Montreal Transportation Co., Ltd., Montreal, Que.
116,706	Sirene	Quebec	Schr—Glt	1901	Grande Baie, Que.	65 4	21 2	7 0	64	Wilfrid Guimond, Matane, Que.
100,059	Sirocco	St. John, N.B.	"	1891	St. Martin's, N.B.	129 5	32 3	10 3	298	Howard D. Troop, *et al.*, St. John, N.B.
85,645	Sissie Belle	Halifax	"	1883	Conquerall, N.S.	53 0	17 8	7 5	40	John E. Corbett, M.O., Harbour au Bouche, N.S.
.....	Six (6)	Montreal	Barge—Chd	1872	Pierreville, Que.	90 1	22 6	5 3	78	N. Beauchemin, St. Aimé, Que.
.....	Six (6)	Montreal	"	1870	Pierreville, Que.	94 0	18 8	6 0	104	Adolphe Gatien, Hull, Que.
100,733	Skoda	Windsor, N.S	Bktn—Bkglt	1893	Kingsport, N.S.	168 0	37 0	16 0	658	The Bktn. Skoda Co., Ltd., Wolfville, N.S.
100,880	Skylark	St. John, N.B.	Schr—Glt	1893	Westfield, N.B.	51 5	15 4	3 1	21	J. L. Belyea, St. John, N.B.
72,711	Sligo	St. Catharines	"	1874	St. Catharines, Ont.	137 0	23 0	11 8	284	M. J. Haney, Toronto, Ont.
103,286	Snipe	Chatham, N.B	"	1895	Shippigan, N.B.	36 5	12 7	4 8	11	T. Ahier, Shippigan, N.B.
78,035	Snow Ball	Chatham, Ont.	"	1881	Chatham, Ont	60 0	9 0	3 0	23	A. Morrison, Tilbury East, Ont.

*Formerly "Daniel."

37,523	Snow Drop	Liverpool	Schr—Glt	1858	Shelburne, N.S.	52 5	16 0	6 8	30	John Snow, Port la Tour, N.S.
69,179	Snow Queen	Quebec.	"	1873	Mahone Bay, N.S.	71 4	20 2	7 8	55	Jos. Levèque, Chicoutimi, Que.
100,982	Snowdrop	Chatham, N.B	"	1888	Caraquet, N.B	35 0	12 2	5 0	11	C. Robin, Collas Co., Ltd., Jersey.
116,678	Solitaire	St Andrews	Sloop	1895	North Head, N.B.	27 0	12 2	6 0	13	Herman Green, Grand Manan, N.B.
116,811	Sophia J. Luff	Quebec.	Schr—Glt	1866	Marine City, Michigan, U.S.A.	140 3	26 1	10 4	252	The Quebec Transportation and Forwarding Co., Ltd., Quebec, Que.
116,956	Sophia Minch	Sarnia	"	1873	Vermillion, U.S.A.	180 0	32 0	12 0	538	Walter J. Colwill, Sarnia, Ont.
112,289	Souvenier.	Digby	"	1903	Meteghan River, N.S.	51 5	15 8	6 7	27	L. H. Outhouse, Tiverton, N.S.
85,743	Souvenir.	Quebec.	Sloop	1883	St. Jean, Island of Orleans, Que.	40 3	15 2	5 4	19	Francois Degagné, Ile aux Coudres, Que.
100,313	Souvenir.	Yarmouth	Schr—Glt	1892	Pubnico, N.S.	75 4	22 0	7 8	71	Henry T. D'Entremont, Pubnico, N.S.
75,606	Sovereign.	Halifax	"	1878	Digby, N.S.	51 4	17 4	6 5	31	Michael Williams, Musquodoboit, Harbour, N.S.
72,568	Sovereign.	Kingston.	Sloop	1876	Kingston, Ont.	83 1	18 3	4 8	53	James Mullens, Belleville, Ont.
122,060	Spark	Chatham, N.B.	Schr—Glt	1907	New Bandon, N.B	32 0	12 0	10 0	10	The William Fruing Co., Ltd., Shippigan Island, N.B.
59,370	Sparkling Billow	St. Andrews.	"	1860	Edgecomb, Me., U.S.A.	48 0	16 9	6 3	25	Geo. R. Batson, Campo Bello, N.B.
77,731	Sparmaker.	St. John, N.B	"	1879	Gilbert Cove, N.S.	45 0	17 5	6 0	24	Charles Newcombe, Parrsboro', N.S.
111,810	Sparrow	Digby	"	1902	Meteghan, N.S.	46 0	12 5	7 0	28	Moses Terrio, Meteghan, N.S.
112,108	Speculator.	Lunenburg.	"	1903	La Have, N.S.	92 0	24 5	9 4	99	The Lonisburg Fishing Co., Ltd., Louisburg, N.S.
77,956	Speed	Yarmouth	"	1880	Clementsport, N.S.	38 7	13 2	5 4	13	R. Nickerson, Hopewell Cape, N.B.
69,383	Speedwell	Gaspé.	"	1876	Corner of Beach, Que.	48 5	15 3	7 3	34	Fred. A. Assells, New Carlisle, Que.
85,596	Speedwell	St. John, N.B	"	1883	Chipman, N.B.	78 4	26 4	6 9	83	Mrs. Ellen G. Driscoll, St. John, N.B.
100,978	Speedy	Chatham, N.B.	"	1888	Caraquet, N.B.	36 0	12 2	5 0	11	C. Robin, Collas & Co., Ltd., Jersey.
42,438	Speedy	Gaspé	"	1872	Point St. Peter, Que.	69 7	20 4	8 6	65	The C. Robin, Collas Co., Ltd., Halifax, N.S.
103,610	Speedy	Sydney	"	1887	Burgeo, Nfld.	30 0	9 4	6 6	5	H. J. Ford, North Sydney, N.S.
116,746	Spindrift	Halifax.	"	1905	Mahone Bay, N.S.	41 2	12 4	6 0	15	Albert Conrad, M.O., Rose Bay, N.S.
103,475	Spindrift	Victoria	"	1895	Esquimalt, B.C.	42 0	14 8	4 4	13	G. Bebbington, Esquimalt, B.C.
111,529	Spray	Digby	"	1901	Digby, N.S.	34 5	10 3	5 5	12	Edward C. Campbell, Digby, N.S.

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107,810	Spray	St. John, N.B	Schr—Glt	1900	Greenwich, N.B	67 7	22 0	5 8	72	C. H. Gorham, *et al.*, Greenwich, N.B
103,253	Spring Bird	"	"	1893	Wickham, N.B.	40 4	14 1	4 2	19	A. W. Theall, Westfield, N.B.
77,971	Springvale	Victoria	"	1862	Port Townsend, Wash., U.S.A.	48 0	19 0	3 0	20	Springvale Water Co., Ltd., Victoria, B.C.
103,783	Springwood	Shelburne	"	1897	Lockeport, N.S.	95 8	24 0	9 3	98	Wm. McMillan, Lockeport, N.S.
121,672	Spud	Vancouver	Scow—Chd.	1904	New Westminster, B.C.	50 0	22 0	5 4	51	J. A. Croll, New Westminster, B.C.
94,997	Spy	Charlottetown	Schr—Glt	1889	Pinette, P.E.I.	57 7	16 5	6 3	35	Hezekiah Quinn, Pictou, N.S.
112,025	Squanto	Canso	"	1903	Spry Harbour, N.S.	40 0	12 2	6 2	13	Frank H. Hawes, Canso, N.S.
121,660	Squanto	Yarmouth	Sloop	1904	Cape Island, N.S.	33 0	11 4	6 0	11	A. L. Doucette, Tusket Wedge, N.S.
121,671	Squid	Vancouver	Scow—Chd	1905	New Westminster, B.C.	50 0	22 0	5 4	51	J. A. Croll, New Westminster, B.C.
72,950	Stadacona	Quebec	Schr—Glt	1875	Les Eboulements, Que	85 1	24 0	10 4	132	V. Bouchard, Isle aux Coudres, Que.
	Staghound	Montreal	Barge—Chd	1869	Rivière du Loup, Que.	103 4	21 5	7 6	139	Harbour Commissioners, Montreal, Que.
85,612	Standard	Halifax	Schr—Glt	1883	Parrsboro', N.S.	72 1	25 4	6 6	65	Henry Beazley, M.O., Halifax, N.S.
100,963	Stanley	Chatham, N.B.	"	1892	Caraquet, N.B	34 0	12 3	4 4	10	A. D. Gionet, Caraquet, N.B.
103,087	Stanley	"	"	1893	"	34 0	12 5	4 8	10	Amée Chaisson, Island River, N.B.

111,744	Stanley	Lunenburg	Schr—Glt	1902	Chester Bay, N.S.	94 8	24 2	9 6	100	W. N. Reinhardt, M.O., LaHave, N.S.
125,992	Stanley	Quebec	Barge—Chd	1907	St. Alexis, Que.	106 0	22 5	7 8	162	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.
122,317	Stanley Hubley	Lunenburg	Schr—Glt	1908	Tancook, N.S	45 8	12 6	6 4	18	William Hubley, M.O., Indian Harbour, N.S.
125,961	Stanley L.	Parrsboro'	"	1907	Apple River, N.S.	41 5	15 7	5 6	19	John R. Lewis, Apple River, N.S.
90,843	Stanley Mac	Charlottetown	"	1889	Isaac's Harbour, N.S	80 0	23 3	10 0	99	C. Lyons, Charlottetown, P.E.I.
69,193	Star	Halifax	"	1874	Mahone Bay, N.S	55 0	18 2	6 8	33	David Goyetche, Cape Hogan, N.S.
	Star	Montreal	Barge—Chd	1872	Quebec, Que	136 3	26 0	9 9	321	Montreal Transportation Co., Ltd., Montreal, Que.
103,155	Star	Vancouver	Schr—Glt	1895	Vancouver, B.C	34 9	11 2	4 2	9	Andrew Robertson, New Westminster, B.C.
53,600	Starlight	Halifax	"	1865	Chezzetcook, N.S.	47 7	16 0	6 8	29	Abram H. Young, East Chezzetcook, N.S.
100,325	Starlight	Yarmouth	"	1889	Argyle, N.S.	32 0	12 6	5 0	10	J. Goodwin, Argyle, N.S.
103,193	Startle	Halifax	"	1894	Port Mouton, N.S	31 0	12 2	5 6	11	Théotime Blanchard, Caraquet, N.B.
103,359	Steadfast	Quebec	"			58 8	18 2	6 7	40	M. Saingelais, Les Escoumains, Que.
88,465	Stella	Arichat	"	1893	River Bourgeois, N.S.	64 3	18 3	7 3	46	Amie Langlois, Descouse, N.S.
111,903	Stella	"	"	1901	"	34 3	11 5	5 0	14	Camille Boucher, River Bourgeois, N.S.
107,188	Stella	Charlottetown	"	1899	Rollo Bay, P.E.I.	40 0	13 9	5 4	15	P. P. Delaney, Magdalen Islands, Que.
83,500	Stella	Liverpool	"	1883	Port Mouton, N.S	31 5	11 4	6 0	10	Joseph Winters, Liverpool, N.S.
100,763	Stella	Toronto	Sloop	1892	Oakville, Ont.	30 7	11 5	4 5	5	R. W. Eyre and A. B. Holcroft, J.O., Toronto, Ont.
111,491	Stella Marie	Quebec	Schr—Glt	1899	Les Ecureuils, Que.	80 0	22 6	6 9	80	Napoléon Martin, Les Ecureuils, Que.
103,767	Stella Maris	Chatham, N.B.	"	1896	Caraquet, N.B	38 5	14 0	4 8	19	J. N. Le Bouthilier Caraquet, N.B.
73,976	Stella Maris	Quebec	"	1867 1890	St. Antoine, Que.	62 4	20 8	5 9	44	Joseph Dussault, Les Ecureuils, Que.
80,753	Stella Maris	"	"	1880	Esquimaux Point, Que.	61 6	20 5	7 8	51	Louis Castonguay, jr., Matane, Que.
112,038	Stella Maris	"	"	1902	Manicouagan, Que	55 8	17 0	6 0	32	Eusèbe Godreau, Manicouagan, Que.
100,076	Stella Maud	St. John, N.B	"	1891	Waterborough, N.B	80 3	26 8	7 5	99	A. P. Ward, Upper Rockport, N. B.
100,444	Stella May	Canso	"	1895	Canso, N.S.	39 0	11 4	6 1	12	James Meagher, Canso, N.S.
116,750	Stella R	Halifax	"	1905	Ship Harbour, N.S.	45 5	13 8	5 4	13	David T. Leslie, Spry Bay, N.S.

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122,487	Stephen P. Grogan..	Quebec.....	Barge—Chd	1907	St. Alexis, Que.....	106 0	22 5	7 8	162	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.
121,986	Stewart.....	Victoria..	" . ..	1907	White Horse, Y.T.....	105 5	34 5	5 5	166	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
....	Stone Lifter.....	Montreal.....	Barge—Chd	1859	Montreal, Que..... ...	64 1	22 7	6 0	67	Harbour Commissioners, Montreal, Que.
90,648	Stranger	Barrington	Schr—Glt	1885	Argyle, N.S.....	46 0	14 3	5 8	20	Geo. L. Banks, Barrington, N.S.
96,809	Stranger	Halifax	"	1891	Ship Harbour, N.S	49 8	17 3	7 0	36	Robert Carter, Ship Harbour, N.S.
100,832	Stranger	Lunenburg	Bktn- Bkglt ...	1893	Bridgewater, N.S.	149 3	34 8	15 6	540	Francis Davison, *et al.*, Bridgewater, N.S.
107,325	Strathcona	Halifax	Schr—Glt	1900	Bay St. George, Nfld....	51 2	15 3	7 0	27	Walter LeRoux, Bay St. George, Nfld.
111,407	Strathcona	Lunenburg	"	1900	Lunenburg, N.S	90 4	24 3	9 3	89	Freeman Anderson, Lunenburg, N.S.
112,057	Strathcona	Windsor, N.S	"	1902	Mount Denison, N.S....	126 6	29 8	10 7	251	H. H. Greeno, Cheverie, N.S.
90,477	Strathisla	Maitland..... ..	Bk—Bq	1890	Maitland, N.S.....	202 8	38 6	23 5	1280	A. Putman, Halifax, N.S.
*72,964	Stuart H. Dunn	Toronto	Schr—Glt.....	1877 1889	Marysburgh, Ont.	164 8	26 8	12 7	458	R. L. McCormack, Toronto, Ont.
103,940	Stuart L.	Chatham, N.B. .. .	"	1898	Chatham, N.B	58 5	19 9	8 2	48	W. S. Loggie Co., Ltd., Chatham, N.B.
107,770	Success	Charlottetown	"	1903	St. Peter's Bay, P.E.I ..	38 0	12 6	5 0	15	James J. Hughes, Souris, P.E.I.
94,675	Success.	Halifax.....	"	1889	Spry Bay, N.S.... ...	40 2	15 2	5 7	16	Robert J. Leslie, Halifax, N.S.

*Formerly "W. R. Taylor."

85,302	Sultan	Montreal	Barge—Chd	1883	Montreal, Que	101 6	22 4	7 1	150	Dickson Anderson, Montreal, Que.
122,561	Sultana	Peterboro'	"	1907	Gore's Landing, Ont	63 5	16 0	3 9	29	Wilbert Harris and Daniel McAllister, Gore's Landing, Ont.
122,056	Sunbeam	Chatham, N.B	Schr—Glt	1907	Shippigan Island, N.B	38 6	13 2	12 0	14	The William Fruing Co., Ltd., Shippigan Island, N.B.
74,018	Sunbeam	Halifax	"	1876	Mahone Bay, N.S	71 6	22 4	8 9	74	John S. Evitt, Bay of Islands, Newfoundland.
107,076	Sunol	St. John, N.B	Sloop	1893	St. John, N.B	27 0	10 5	3 9	6	W. G. Stratton, *et al.*, St. John, N.B.
96,962	Sunrise	Yarmouth	Schr—Glt	1890	Jordan River, N.S	42 0	14 3	6 7	18	James E. Crosby, Yarmouth, N.S.
61,404	Superb	Chatham, N.B	"	1871	Shippigan, N.B	39 6	13 8	4 6	14	E. Robichaud, Shippigan, N.B.
103,826	Superbe	Paspebiac	"	1903	Petit Rocher, N.B	39 5	10 9	4 3	12	J. B. E. Roy, Petit Rocher, N.B.
64,954	Supérieure	Quebec	Barge—Chd	1870	Champlain, Que	101 5	22 0	7 9	119	Joseph Durand, Champlain, Que.
111,845	Superior	Chatham, N.B	Schr—Glt	1901	Caraquet, N.B	40 0	13 1	5 5	14	The C. Robin Collas Co., Ltd., Halifax, N.S.
121,814	Surge	Digby	Sloop	1906	Gilbert's Cove, N.S	37 0	11 6	5 4	17	Joseph D. White, Gilbert's Cove, N.S.
74,213	Surprenant	Montreal	"	1874	Pierreville, Que	96 0	22 7	5 7	80	Jos. Bertrand, Champlain, Que.
100,448	Surprise	Canso	Schr—Glt	1898	Canso, N.S	40 8	13 8	6 7	15	John J. Meagher, Canso, N.S.
92,745	Surprise	Charlottetown	"	1893	Port Elgin, N.B	46 5	13 5	6 2	18	J. H. Pigeon, French River, New London, P.E.I.
103,772	Surprise	Chatham, N.B	"	1894	Caraquet, N.B	36 0	11 9	4 8	10	T. Blanchard, Caraquet, N.B.
75,453	Susan	Windsor, N.S	"	1877	Kempt, N.S	43 6	14 8	6 3	19	Jeremiah Dexter, Cheverie, N.S.
85,399	Susan C	Barrington	"	1883	St. Margaret's Bay, N.S.	41 3	15 0	6 5	21	P. P. Smith, Cape Island, N.S.
69,433	Susan King	Charlottetown	"	1875 1891	Tatamagouche, N.S. Port Elgin, N.B	53 6	16 9	5 3	28	S. Vanember, *et al.*, North Port, N.S.
100,274	Susie N	Windsor, N.S	"	1892	Hall's Harbour, N.S	52 0	18 0	6 8	39	N. W. Eaton, Spencer's Island, N.S.
92,367	Susie Pearl	St. John, N.B	"	1887	Waterborough, N.B.	75 8	24 7	6 8	75	Joshua Prescott, Sussex, N.B.
100,524	Suva	Parrsboro'	"	1893	Port Greville, N.S	72 0	20 4	7 6	69	A. Falkner, Parrsboro', N.S.
80,866	Swallow	Charlottetown	"	1885	Wallace, N.S	48 7	17 7	6 6	29	W. H. Aitken, Charlottetown, P.E.I.
103,006	Swallow	Chatham, N.B	"	1893	Shippigan, N.B	34 0	12 2	4 6	11	T. Ahier, Shippigan, N.B.
103,947	Swallow	Chatham, N.B	"	1899	Caraquet, N.B	37 0	12 6	5 0	13	The C. Robin Collas Co., Ltd., Halifax, N.S.
83,093	Swallow	Port Hawkesbury	"	1880	Margaree, N.S	36 0	12 0	5 6	12	Duncan McDonald, Margaree, N.S.

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LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—*Suite.*

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built— Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
96,752	Swallow	St. John, N.B.	Schr—Glt	1889	Chipman, N.B.	81 6	26 3	7 2	90	Alfred Ells, St. John, N.B.
90,431	Swan	Barrington	"	1889	Port LaTour, N.S	33 5	12 2	4 9	10	George Smith, Port La Tour, N.S.
103,762	Swan	Chatham, N.B.	"	1896	Caraquet, N.B	38 1	13 0	4 8	48	T. Ahier, Shippigan, N.B.
100,609	Swan	Digby	"	1893	Shelburne, N.S.	73 0	19 2	7 5	56	Milton and Edwin Haines, Freeport, N.S.
122,075	Swan	Toronto	Scow—Chd	1906	Huntsville, Ont.	48 0	18 3	3 3	66	The Huntsville, Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
122,111	Sweet Home	Sydney	Schr—Glt	1906	Sydney, N.S.	38 8	13 5	5 1	14	John Marshall, Sydney, N.S.
122,084	Sweet Marie	Charlottetown	"	1907	Charlottetown, P.E.I.	75 8	21 3	7 0	77	Michael P. Hogan, Charlottetown, P.E.I.
100,986	Swift	Chatham, N.B	"	1888	Caraquet, N.B	35 6	12 6	5 0	11	Chas. DeGruchy, Caraquet, N.B.
90,493	Swift Current	Charlottetown	"	1885	St. Margaret's Bay, N.S.	64 8	22 0	7 8	65	John M. Chapman, M.O., Beach Point, Murray Harbour, South, P.E.I.
103,761	Swing	Chatham, N.B.	"	1893	Caraquet, N.B.	34 6	12 3	4 8	11	Agapit Albert, Caraquet, N.B.
*107,523	Sybil	Victoria	Barge—Chd	1898 1904	Victoria, B.C. White Horse, Y.T.	101 0	28 3	4 2	99	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
126,052	Sydenham (The)	Owen Sound	Dredge—Dague	1908	Welland, Ont.	100 0	36 0	7 4	348	Owen Sound Dredge & Construction Co., Ltd., Owen Sound, Ont,
72,953	Sylvester Neelon	St. Catharines	Schr—Glt	1875	St. Catharines, Ont.	137 0	26 2	12 0	291	The Collin's Bay Rafting & Forwarding Co., Ltd., Kingston, Ont.

* Formerly a steamer.

111,822	T. J. K. 1	Vancouver	Scow—Chd	1901	Vancouver, B.C.	72 0	21 0	5 0	59	James S. Emerson, Vancouver, B.C.
116,460	T. J. K. No. 2	Victoria	"	1903	"	98 0	30 0	5 7	143	The Vancouver Portland Cement Co., Ltd., Toronto, Ont.
54,080	T. W. S. Greser	Digby	Schr—Glt	1866	La Have, N.S	51 0	17 4	7 2	30	Andrew Coggins, *et al.*, Westport, N.S.
77,836	T. W. Smith	Halifax	"	1879	Chezzetcook, N.S.	48 5	17 5	7 0	35	Isaac Dauphinee, St. Margaret's Bay, N.S.
116,885	T. Lilly	Arichat	"	1903	Port Felix, N.S	33 8	10 9	5 2	10	Wm. Williams and Wm Peat, J.O, Tor Bay, N.S.
75,528	T. Owens	Montreal	Barge—Chd	1874	Montreal, Que	94 0	19 2	5 7	90	The Charlemagne & Lac Ouareau LumberCo., Ltd., Charlemagne, Que.
103,614	Tadousac	Quebec	Sloop	1895	Tadousac, Que	53 5	17 9	4 9	41	Charles J. Lajoie, St. Fulgence, Que.
121,985	Tahkeena	Victoria	Barge—Chd	1907	White Horse, Y.T.	106 0	34 5	5 6	167	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
116,417	Taku	"	"	1903	Caribou, Y.T.	60 0	15 0	4 0	66	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
111,800	Tallahassee	Port Hawkesbury	Schr—Glt	1908	Cheticamp, N.S.	34 5	10 0	5 0	12	Simon Belfountaine, Cheticamp, N.S.
103,754	Talmouth	Barrington	"	1897	La Have, N.S	92 8	24 4	10 0	100	Benj. C. Newell, M.O., Clarke's Harbour, N.S.
*107,541	Taniwha	St. John, N.B.	Sloop	1897	St. John, N.B	33 3	9 9	4 2	6	Robert Seely, St. John, N.B.
122,382	Tantalus	Victoria	Barge—Chd	1907	White Horse, Y.T.	120 0	38 7	5 6	211	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
111,636	Tasmania	Lunenburg	Schr—Glt	1901	Lunenburg, N.S	94 3	24 9	9 8	99	Wm. C. Smith, M.O., Lunenburg, N.S.
92,369	Tay	St John, N.B.	"	1887	Black River, N.B.	93 7	27 7	7 1	125	Peter McIntyre, St. John, N.B.
61,411	Telegraph	Richibucto	"	1869	Miramichi, N.B	39 3	13 5	5 8	20	John Jardine, jr., Rexton, N.B.
74,129	Telephone	Port Medway	"	1877	Port Medway, N.S.	73 3	20 7	8 3	70	J. Weston, Rexton, N.B.
59,387	Telephone	St. Andrews	"	1877	St. Andrews, N.B	43 0	15 2	6 1	19	A Stanley and J. E. Gaskill, Grand Manan, N.B.
121,707	Temeraire	Toronto	Sloop	1905	Oakville, Ont.	50 0	10 0	6 0	18	F. Nicholls, Toronto, Ont.
116,642	Témiscamingue No. 1	Ottawa	Barge—Chd	1903	Téniskaming, Que.	60 0	12 0	3 6	42	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
116,643	Témiscamingue No. 2	"	"	1903	"	60 0	12 0	3 6	42	" "
116,644	Témiscamingue No. 3	"	"	1903	"	60 0	12 0	3 6	42	" "
74,062	Temperance	Windsor, Ont.	Schr—Glt	1877	Tilbury West, Ont	66 0	17 0	4 1	38	J. B. Gervais, Tilbury West, Ont.
122,135	10. U. 8	Yarmouth	Sloop	1906	Shelburne, N.S.	36 6	12 3	7 0	16	Wilson Rankin, Yarmouth, N.S.
90,784	Teresa	Victoria	Schr—Glt	1883	San Salvador, U.S.A.	80 0	22 3	7 2	63	Victoria Sealing Co., Ltd., Victoria, B.C.

* Formerly "Beatrice."

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121,972	Teslin	Victoria	Barge—Chd	1906	White Horse, Y.T.	105 7	34 5	5 5	159	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
116,964	Tethys	St. Andrews	Schr—Glt	1896	West Isles, N.B.	38 0	14 2	7 6	20	G. L. Johnson, West Isles, N.B.
100,777	Teutonic	Chatham, N.B.	"	1892	Caraquet, N.B.	36 0	13 0	4 6	11	W. S. Loggie, Co., Ltd., Chatham, N.B.
	Teviot	Montreal	Barge Chd	1863	Montreal, Que.	105 3	22 6	9 1	160	J. Gagnon, Montreal, Que.
80,657	Texas	"	"	1880	"	141 0	29 0	8 0	265	Dickson Anderson, Montreal, Que.
117,139	Thalia D	Yarmouth	Sloop	1904	Cape Island, N.S.	31 0	11 0	6 0	10	J. L. Gallagher, Yarmouth, N.S.
112,273	The III	Montreal	"	1903	Dorval, Que.	26 4	7 4	1 5	$\frac{27}{100}$	James J. Riley, jr., Montreal, Que.
100,015	Thelma	Annapolis Royal	Schr Glt	1895	Granville, N.S.	68 5	20 0	7 4	49	Clarence Peters, *et al.*, Westport, N.S.
117,055	Thelma	Canso	"	1906	Canso, N.S.	39 0	13 0	7 0	15	Alexander M. Roberts, Canso, N.S.
122,236	Thelma B.	Barrington	Sloop.	1907	Port Clyde, N.S.	31 0	12 6	6 6	12	Benjamin F. Cunningham, Cape Island, N.S.
116,895	Thelma E	Shelburne	"	1903	Clarke's Harbour, N.S.	35 0	11 8	6 0	11	J. Mahaney, M.O., Church Over, N.S.
107,492	Themis	Quebec	Schr—Glt	1898	Baie St. Paul, Que.	40 8	13 0	4 8	17	A. H. Simard, Baie St. Paul, Que.
122,639	Theodore Veges	Kingston	"	1876	Black River, O., U.S.A.	103 2	24 1	7 9	132	John Gowan, Deseronto, Ont.
90,894	Theresa	Barrington	"	1889	Eel Brook, N.S.	43 8	14 6	5 1	18	R. W. Stevens, Cape Island, N.S.

111,438	Theresa M. Gray	Halifax	Schr—Glt	1902	Port Clyde, N.S	58 0	16 6	7 0	30	Angus Gray, Pennant, N.S.
*94,635	Therèse	Yarmouth	"	1888	Jordan River, N.S.	105 0	26 0	10 1	148	Alfred Peters, Arichat, N.S.
107,307	Theta	Windsor, N.S.	"	1901	Cheverie, N.S.	148 7	34 8	12 1	420	F. W. Sumner, Moncton, N.B.
92,577	Thetis	Halifax	Cutter	1888	Dartmouth, N.S.	21 8	6 5	5 3	4	H. R. McLaren, Halifax, N.S.
107,545	Thetis	St. John, N.B.	Sloop	1898	St. John, N.B.	28 0	10 0	3 2	5	Henry R. McLellan, St. John, N.B.
122,091	Thistle	Barrington	"	1905	Cape Island, N.S.	30 0	11 4	6 0	10	Robert H. Brannen, M.O., Cape Island, N.S.
83,074	Thistle	Ottawa	Barge—Chd	1869	Kingston, Ont.	108 0	22 3	5 5	117	John Eligh and David Eligh, J.O., Burritt's Rapids, Ont.
97,145	Thistle	St. Andrews	Sloop	1888	Grand Manan, N.B.	27 0	12 9	5 0	12	Frank Ingersoll, Grand Manan, N.B.
125,994	Thistle	Quebec	Schr—Glt	1907	Montmagny, Que.	91 8	26 3	5 4	80	The Price Bros., & Co., Ltd., Quebec, Que.
107,074	Thistle	St. John, N.B	Sloop	1897	St. John, N.B.	31 0	11 2	4 0	8	D. DeVeber, Gagetown, N.B.
92,599	Thistle	Sydney	Schr—Glt	1888	Little Bras d'Or, N.S.	38 2	13 2	4 7	11	W. J. Christie, Little Bras d'Or, N.S.
71,634	Thomas	Montreal	Barge—Chd	1874	Yamaska, Que.	102 0	22 2	6 2	96	E. Courchère, Sorel, Que.
83,070	Thomas Beckett	Ottawa	"	1881	Hull, Que.	111 4	21 7	7 0	151	John O'Toole, Ottawa, Ont.
121,979	Thomas F. Bayard	Victoria	Schr—Glt	1880	Brooklyn, N.Y., U.S.A.	86 6	21 1	8 6	67	Thos. Stockham, M.O., Victoria, B.C.
90,893	Thomas H	Yarmouth	"	1889	Pubnico, N.S.	40 0	13 5	5 1	13	Seth Nickerson, Barrington, N.S.
112,272	Thorella II.	Montreal	Sloop	1903	Dorval, Que.	37 2	8 2	1 8	$\frac{20}{100}$	William C. Finley, Montreal, Que.
	Three (3)	"	Barge—Chd	1870	Pierreville, Que.	94 1	18 8	6 0	105	Dennis Murphy, Ottawa, Ont.
88,542	Three Bells	Barrington	Schr—Glt	1881	Lockeport, N.S.	79 0	23 0	9 0	92	Lewis Murray, Port Richmond, N.S.
117,046	Three Brothers	"	Sloop	1905	Clarke's Harbour, N.S.	32 0	12 1	6 2	13	T. E. Newell, Cape Island, N.S.
117,184	Three Brothers	Chatham, N.B.	Schr—Glt	1905	Shippigan Island, N.B.	41 7	13 4	5 4	16	D. F. Chiasson, Shippigan Island, N.B.
96,738	Three Brothers	"	"	1890	Shippigan, N.B.	35 2	12 5	4 8	12	John Young, Tracadie, N.B.
42,432	Three Brothers	Gaspé	"	1866	Esquimaux Point, Que.	49 6	16 0	5 9	36	Xavier Boudreau, Esquimaux Point, Que.
107,440	Three Links	St. Andrews	Sloop	1899	Grand Manan, N.B.	30 0	11 0	6 0	12	Robert A. Mann, Grand Manan, N.B.
116,825	Three Sisters	Barrington	"	1903	Bear Point, N.S.	30 0	12 0	6 2	11	Wallace H. Penney, M.O., Cape Island, N.S.
100,814	Three Sisters	Barrington	Schr—Glt	1894	Bear Point, N.S.	38 5	13 0	4 2	10	F. O. Brindley, Chebogue, N.S.

* Formerly "Mildred J. McLean."

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126,022	Three Swallows	Sydney, N.S.	Schr—Glt	1897	Glace Bay N.S.	30 2	12 0	5 0	7	Benj. Gracie, Little Bras d'Or, N.S.
117,052	Thrush	Canso	"	1899 / 1903	Beckerton, N.S.	31 6	11 4	5 7	10	David Myers, Canso, N.S.
103,082	Thrush	Chatham, N.B.	"	1890	Shippigan, N.B.	32 4	12 0	4 8	10	P. Ahier, Shippigan, N.B.
97,200	Thrush	Montreal	Barge—Chd	1890	Montreal, Que	181 0	34 4	11 7	584	Montreal Transportation Co., Ltd., Montreal, Que.
75,726	Thrush	Yarmouth	Schr—Glt	1878	Cape St. Mary, N.S.	40 0	13 7	5 4	13	E. C. Bowers, Westport, N.S.
92,666	Thurso	Ottawa	Barge—Chd	1887	Rockland, Ont	105 0	22 5	7 5	153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,019	Thurston	Parrsboro'	Schr—Glt	1895	Fox River, N.S.	70 6	21 6	6 0	61	Daniel H. Fulmer, Five Islands, N.S.
100,918	Tickler	Chatham, N.B.	"	1892	Caraquet, N.B	39 0	12 8	5 3	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
96,961	Tivoli	Halifax	"	1890	Little Harbour, N.S	41 0	15 0	6 5	24	H. R. Garrison, *et al.*, Boutilier's Point, N.S.
126,036	Tobeatic	Liverpool	"	1908	Liverpool, N.S.	102 5	25 5	10 6	99	Abram W. Hendry, Liverpool, N.S.
117,086	Togo	Collingwood	Dredge—Drague	1897	Lachine, Que.	85 0	27 0	7 6	269	Robert and Rob. G. Weddell, Trenton, Ont., and John J. Manley, Merritton, Ont. J.O.
116,532	Togo	Lunenburg	Schr—Glt	1905	Tancook Island, N.S.	43 2	11 0	6 2	14	James Lukeman, Canso, N.S.
116,448	Togo	Shelburne	"	1904	Sable River, N,S.	45 5	15 4	5 9	18	Edmund C. Locke, Lockeport, N.S.
121,773	Togo	Winnipeg	Barge—Chd	1903	Winnipeg, Man.	72 0	20 0	4 0	58	J. H. and E. T. Leach, J.O., Winnipeg, Man.

116,893	Togo	Yarmouth	Schr—Glt	1904	Pubnico, N.S.	38 0	13 0	5 0	12	Leander Amiro, Pubnico, N.S.
116,778	Togo Maru	Vancouver	"	1904	Bowen Island, B.C.	43 0	12 6	4 8	20	Kanekichi Yashida, Steveston, B.C.
	Toledo	Montreal	Barge—Chd	1872	Quebec, Que.	137 9	29 6	10 0	362	Montreal Transportation Co., Ltd., Montreal, Que.
111,949	Tom No. 1	New Westminster	"	1901	New Whatcom, Wash., U.S.A.	49 7	14 5	3 0	63	Henry D. Benson, Ladners, B.C.
85,387	Topaz	Liverpool	Schr—Glt	1883	Clyde, N.S.	85 5	24 5	9 1	104	Henry Hanville, St. Lucia, B. W. Indies.
92,423	Topsy	Prescott	Scow—Chd	1866	Iroquois, Ont.	46 0	13 0	4 0	22	Mrs. Sarah M. Carman, Iroquois, Ont.
107,651	Torata	Lunenburg	Schr—Glt	1899	Mahone Bay, N.S.	86 9	24 0	9 5	79	Samuel Shaw, Bay St. George, Nfld.
88,224	Tormentor	Halifax	"	1873	"	39 8	14 0	5 2	15	Michael Rice, Lower Prospect, N.S.
71,604	Toronto	Montreal	Barge—Chd	1874	Montreal, Que.	150 0	26 0	10 2	335	J. E. A. Turcotte and D. Chevrier, J.O., St. Joseph de Sorel, Que.
121,875	Toronto	Yarmouth	Sloop	1906	Clarke's Harbour, N.S.	36 0	12 0	6 0	13	A. C. Atkinson, Port La Tour, N.S.
80,696	Torpedo	Montreal	Barge—Chd	1882	Montreal, Que.	84 0	22 5	5 0	117	E. E. Gilbert, Montreal, Que.
92,540	Tourterelle	"	Sloop	1887	Pierreville, Que.	95 9	22 8	6 5	102	A. Arcand, Portneuf, Que.
88,637	Trade Wind	Whitby	Schr—Glt	1868	Port Hope, Ont.	100 5	21 1	9 0	181	J. Oliver, Kingston, Ont.
90,506	Trader	Parrsboro'	"	1885	Parrsboro', N.S.	70 2	23 0	7 1	73	Fredrick Ogilvie, Parrsboro', N.S.
107,143	Transfer No. 1	Vancouver	Scow—Chd.	1898	Vancouver, B.C.	186 4	40 0	12 0	773	Esquimalt & Nanaimo Railway Co., Victoria, B.C.
122,381	Transfer No. 2	Victoria	Barge—Chd	1907	Victoria, B.C.	233 0	40 7	12 0	973	Esquimalt & Nanaimo Railway Co., Victoria, B.C.
111,733	Transvaal	Lunenburg	Schr—Glt	1902	La Have, N.S.	84 5	23 2	9 0	79	Wm. C. Smith, *et al.*, Lunenburg, N.S.
41,821	Traveller	St. John, N.B.	"	1858	St. Martin's, N.B.	38 3	10 7	5 1	15	David Bradshaw, St. John, N.B.
126,125	Trenton	Kingston	Dredge—Drague	1908	Trenton, Ont.	74 8	30 6	7 6	251	Robert Weldell, M.O., Trenton, Ont.
92,567	Trial	Halifax	Schr—Glt	1882	Margaree, N.S.	36 0	12 8	5 6	13	Alexander Cormie, Margaree, N.S.
112,114	Tribune	Lunenburg	"	1903	Mahone Bay, N.S.	44 6	15 0	6 5	22	Thomas Hamm, *et al.*, Lunenburg, N.S.
103,199	Trilby	Canso	"	1895	Liverpool, N.S.	37 0	13 1	5 7	12	Edward Flaherty, Canso, N.S.
103,179	Trilby	Digby	"	1895	Sable River, N.S.	53 7	16 5	7 1	31	Francis B. Lent, *et al.*, Westport, N.S.
71,038	True Blue	Yarmouth	"	1876	Clare, N.S.	33 0	11 0	4 0	8	Wallace Haines, Westport, N.S.
107,934	True Love	Canso	"	1895	Canso, N.S.	37 0	10 5	5 8	10	David Walsh, Canso, N.S.

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103,531	True Love	Halifax	Schr—Glt	1889	Sambro, N.S.	33 2	11 4	5 6	10	John C. Arnold, Terence Bay, N.S.
88,414	Trumpet	St. John, N.B	"	1837	Essex, Mass., U.S.A.	45 2	13 9	6 0	20	A. W. Holmes, Beaver Harbour, N.B.
.....	Try	Montreal	Barge—Chd	1860	Montreal, Que	91 3	18 7	5 5	84	E. Griffin, Ottawa, Ont.
103,998	Try Again	St. Andrews	Sloop	1898	Meteghan, N.S.	36 1	13 0	5 0	15	A. W. Ingersoll, Grand Manan, N.B.
107,055	Twilight	Barrington	"	1854	Harpswell, Me., U.S.A.	62 4	20 3	4 7	37	Provincial Wrecking Co., Ltd., Barrington Passage, N.S.
38,036	Twilight	Digby	Schr—Glt	1865	Long Island, N.S.	39 5	13 6	5 2	14	Benjamin Taylor, Digby, N.S.
75,833	Twilight	Halifax	"	1878	Owl's Head, N.S.	42 0	14 4	6 0	14	Lawson Pace, Glen Margaret, N.S.
* 61,470	Twilight	St. John, N.B.	"	1870	Portland, N.B.	60 5	17 0	6 6	30	Thos. Traynor, *et al.*, St. John, N.B.
121,792	Twin Sisters	Yarmouth	Sloop	1905	Shelburne, N.S.	31 0	11 0	6 0	10	Osborne D. Smith, *et al.*, Cape Island, N.S.
.....	Two (2)	Montreal	Barge—Chd	1872	Montreal, Que	71 4	21 4	8 3	42	Montreal Transportation Co. Ltd., Montreal, Que.
38,480	Two Brothers	Arichat	Schr—Glt	1866	River Bourgeois, N.S.	51 6	16 6	7 4	31	Simon Landry, River Bourgeois, N.S.
103,460	Two Brothers	"	"	1899	L'Ardoise, N.S.	42 4	14 8	6 0	18	Maurice Peters, L'Ardoise, N.S.
122,184	Two Brothers	"	"	1907	Main-a-Dieu, N.S.	43 0	13 4	5 5	19	Patrick Campbell, Main-a-Dieu, N.S.
107,991	Two Brothers	Canso	"	1898	Port Félix, N.S.	40 0	13 0	6 4	14	Frederick Jello, Port Félix, N.S.

* Formerly "Howard D. Troop."

103,583	Two Brothers	Chatham, N.B.	Schr—Glt	1895	Shippigan, N.B.	37	0	12	4	4	8	11	W. S. Loggie Co., Ltd., Chatham, N.B.
54,072	Two Brothers	Halifax	"	1838	Lunenburg, N.S.	43	2	13	5	6	9	39	Philip Smeltzer, *et al.*, Lunenburg, N.S.
80,879	Two Brothers	Picton, Ont.	Sloop	1881	Battersea, Ont.	95	0	18	6	4	8	56	Geo. Cousins, Belleville, Ont.
77,920	Two Brothers	Quebec	Schr—Glt	1868 1881	Port Burwell, Ont. Port Hope, Ont.	95	0	23	5	7	5	122	N. E. Angers, Ste. Anne de la Parade, Que.
117,029	Two Brothers	Sydney	"	1906	Ingonish, N.S.	41	0	13	6	7	3	17	James Williams, M.O., Ingonish, N.S.
117,138	Two Brothers	Yarmouth	Sloop	1901	Pinkney's Point, N.S.	34	0	11	3	6	0	11	J. L. Surette, Pinkney's Point, N.S.
92,749	Two Sisters	Sackville	Schr—Glt	1896	Sackville, N.B.	76	6	25	0	7	2	86	Ed. Kennie, Riverside, N.B.
122,107	Two Sisters	Yarmouth	Sloop	1905	Shelburne, N.S.	30	0	10	6	6	0	10	Bert Chatwynd, Woods Harbour, N.S.
83,287	Twylight	Kingston	"	1882	Dog Lake, Ont.	79	0	15	8	4	5	41	Clement Bell, Belleville, Ont.
100,575	Tyler	Halifax	Schr—Glt	1893	Lunenburg, N.S.	62	7	20	7	8	0	54	Handford Outhouse, Tiverton, N.S.
103,869	Uganda	Halifax	Schr—Glt	1898	Ship Harbour, N.S.	38	8	12	7	5	2	14	R. Doherty, Eastern Passage, N.S.
112,117	Ulva	Lunenburg	"	1903	La Have, N.S.	91	0	24	7	9	7	99	Albert V. Conrad, *et al.*, LaHave, N.S.
94,634	Umbrina	Shelburne	"	1888	Shelburne, N.S.	85	0	22	3	9	7	99	Joseph W. Peppett, North Sydney, N.S.
73,027	Una	Magdalen Islands	"	1879	House Harbour, M.I., Que.	62	6	19	4	7	3	41	Francis Cheverie, Magdalen Islands, Que.
100,235	Una	Halifax	"	1893	Pleasant Harbour, N.S.	34	8	11	9	4	1	9	J. Cronan, Halifax, N.S.
103,172	Una	Shelburne	"	1894	Shelburne, N.S.	77	2	22	2	8	2	82	Robt. Reid, *et al.*, Port Hilford, N.S.
121,699	Una	Yarmouth	Sloop	1904	Cape Island, N.S.	31	0	11	0	6	0	10	Wm. C. Nickerson, Cape Island, N.S.
122,429	Uncas	Halifax	Schr—Glt	1908	Sambro, N.S.	35	2	11	4	5	0	11	Arthur W. Nickerson, Sambro, N.S.
88,597	Uncle Sam	"	"	1885	Pubnico, N.S.	80	1	23	5	8	2	77	Wm. H. Harper, Jeddore, N.S.
122,306	Undaunted	Lunenburg	"	1907	Lunenburg, N.S.	38	2	12	7	6	4	15	Elijah Risser, M.O., West Dublin, N.S.
107,957	Ungava	"	"	1909	Mahone Bay, N.S.	88	8	24	3	9	4	88	Wm. Clervesey, LaHave, N.S.
122,066	Ungava	Montreal	Barge—Chd	1906	Collingwood, Ont.	200	0	41	0	17	0	1226	Montreal Transportation Co., Ltd., Montreal, Que.
112,019	Unidella	Canso	Schr—Glt	1902	White Haven, N.S.	42	0	13	7	7	0	16	Norman Munroe, White Haven, N.S.

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72,095	Union	Arichat	Schr—Glt	1876 / 1902	New Bandon, N.B.	67 5	20 1	10 1	77	Lawrence Gerrior, Arichat, N.S.
61,946	Union	Quebec	"	1870	Jeddore, N.S.	44 0	16 4	6 1	23	Felix Gagné, Malbaie, Que.
94,750	Union	St. John, N.B.	"	1889	St. Martin's, N.B.	79 0	26 6	7 3	97	John J. Shields, Alma, N.B.
107,636	Union No. 8	New Westminster	Barge—Chd	1898	Vancouver, B.C.	56 0	14 0	4 0	28	Union Steamship Co., Ltd., Vancouver, B.C.
103,742	Unique	Lunenburg	Schr—Glt	1896	Mahone Bay, N.S.	93 1	24 3	9 5	95	Nathaniel Butt, Bay St. George, Nfld.
100,708	Unique	Pictou, N.S.	"	1902	River John, N.S.	79 1	25 4	8 6	96	John O'Hara, Isaac's Harbour, N.S.
112,159	United Empire	Chatham, N.B.	"	1903	Caraquet, N.B.	42 0	14 0	5 6	17	Mrs. Sarah Young, and F. T. B. Young, J.O., Caraquet, N.B.
100,123	Uno	Wallaceburg	Barge—Chd	1892	Wallaceburg, Ont.	76 0	20 2	5 0	75	S. W. Whitley, Sombra, Ont.
96,890	Upper Traverse	Ottawa	Light ship	....	.....	77 0	20 0	9 5	97	The Minister of Marine and Fisheries, Ottawa, Ont.
116,510	Uranus	Lunenburg	Schr—Glt	1904	Lunenburg, N.S.	88 8	24 6	9 2	90	James Young, *et al.*, Lunenburg, N.S.
66,997	Uranus	St. John, N.B	"	1874	Canning, N.B	73 2	26 4	6 8	74	Miss Annie Kerrigan, St. John, N.B.
103,417	Uruguay	Charlottetown	"	1895	La Have, N.S	83 0	23 9	9 3	97	The C. Robin Collas Co., Ltd., Halifax, N.S.
94,694	Utah and Eunice	Digby	"	1889	Freeport, N.S	50 3	18 0	6 3	33	M. Haines, *et al.*, Freeport, N.S.
117,057	Utowana	Canso	"	1907	Tancook, N.S.	42 6	12 6	6 3	15	Frank C. Lohnes, M.O., Canso, N.S.

121,868	Utowana	Lunenburg	Schr—Glt	1906	LaHave, N.S.	66 4	22 0	8 9	71	J. Norman Rafuse, M.O., LaHave, N.S.
107,249	V. C. Co., No. 1	New Westminster	Barge—Chd		New Westminster, B.C.	47 5	11 6	3 4	15	Victoria Canning Co. of B.C., Ltd. Victoria, B.C.
107,250	V. C. Co., No. 2	" "	"		" "	47 0	13 6	3 4	18	" " "
107,252	V. C. Co., No. 3	" "	"		" "	55 5	18 0	4 5	41	" " "
107,631	V. C. Co., No. 6	" "	"	1898	" "	50 0	13 8	3 6	20	" " "
107,632	V. C. Co., No. 7	" "	"	1898	" "	49 0	13 8	4 0	25	" " "
122,335	V. T. B. 1	Vancouver	Scow—Chd	1907	North Vancouver, B.C.	86 2	30 2	9 0	209	Vancouver Tug & Barge Co., Ltd., Vancouver, B.C.
122,336	V. T. B. 2	"	"	1907	"	86 6	30 7	9 0	212	" "
122,508	V. T. B. 3	"	"	1907	Vancouver, B.C.	86 4	32 1	9 0	223	" "
122,542	V. T. B. 4	"	"	1907	"	86 5	32 0	9 1	224	" "
122,543	V. T. B. 5	"	"	1907	"	86 4	32 0	9 1	224	" "
80,692	V. Paradis	Montreal	Barge—Chd	1881	Sorel, Que.	130 0	24 7	10 0	244	Nap. Ladouceur, Sorel, Que.
103,340	Valda	"	Sloop	1890	Lachine, Que.	27 0	8 0	1 8	3	A. F. Riddell, Montreal, Que.
91,743	Valdare	Digby	Schr—Glt	1888 1905	Cambridge, N.B.	83 4	27 6	7 0	95	W. G. and W. W. Clarke, Bear River, N.S.
116,711	Valeda	Quebec	"	1904	St. Siméon, Que.	72 0	20 2	6 0	52	Louis Dufourd, St. Simeon, Que.
92,394	Valencia	Kingston	"	1888	Garden Island, Ont.	178 0	30 8	13 2	543	Montreal Transportation Co., Ltd., Montreal, Que.
121,651	Valentina	Yarmouth	Sloop	1905	Tusket Wedge N.S.	32 0	10 6	6 0	10	S. LeBlanc, Tusket Wedge, N.S.
90,752	Valetta	St. John, N.B	Schr—Glt	1885	Rothesay, N.B.	81 0	27 0	7 4	99	J. W. Forsyth, *et al.*, Waterside, N.B.
83,164	Valiant	Arichat	"	1881	La Have, N.S.	76 5	22 5	8 8	80	Ferdinand Renault, West Arichat N.S.
117,142	Valkyria	Halifax	"	1905	Indian Harbour, N.S.	42 0	11 6	6 2	13	H. Covey, Indian Harbour, N.S.
103,285	Valkyrie	Chatham, N.B.	"	1895	Shippigan, N.B.	36 1	12 0	5 2	12	P. Rive, Caraquet, N.B.
100,237	Valkyrie	Halifax	"	1893	Tancook, N.S.	34 4	8 6	3 6	5	H. F. Marsh, Halifax, N.S.
103,716	Valkyrie	Yarmouth	"	1898	Pubnico, N.S.	34 6	11 7	5 8	11	W. Worthen, Yarmouth, N.S.

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117,143	Valmore	Halifax	Schr—Glt	1905	Mahone Bay, N.S.	42 8	12 3	5 6	11	Thos. Conrad, Rose Bay, N.S.
103,852	Vampire	"	"	1897	Dartmouth, N.S.	23 6	6 6	3 5	2	R. W. Holland, Vancouver, B.C.
126,171	Vandyke	New Westminster	Dredge—Dragne	1907	New Westminster, B.C.	67 0	23 5	5 0	157	Joseph Wm. Pike, Vancouver, B.C.
80,630	Vanity	Yarmouth	Schr—Glt	1882	Maitland, N.S.	39 0	12 6	4 8	11	S. F. Perry, Maitland, N.S.
85,758	Varuna	Quebec	"	1883	St. Jean Port Joli, Que.	51 0	14 9	6 5	24	J. Bouillon, Ste. Anne de la Pte. au Père, Rimouski Co., Que
100,036	Vedette	Toronto	Lugger	1892	Toronto, Ont.	46 0	9 6	5 2	6	M. B. Morden and H. L. Lazier, J.O., Hamilton, Ont.
100,851	Vega	Quebec	Schr—Glt	1892	Isle aux Coudres, Que.	42 8	15 2	6 2	24	R. Daly, Quebec, Que.
100,434	Velma A	Moncton	"	1892 / 1905	Harvey, N.B	42 5	12 2	4 4	13	Elijah Chase, Sackville, N.B.
103,711	Venite	Digby	"	1897	Mavillette, N.S.	45 0	14 0	5 6	24	S. A. Doucette, Mavillette, N.S.
96,781	Venture	Charlottetown	"	1889	Port Petpeswick, N.S.	54 2	18 9	7 8	43	Clarence E. Read, Pugwash, N.S.
92,778	Venture	Victoria	"	1888	Vancouver, B.C.	68 3	16 6	6 3	48	Victoria Sealing Co., Ltd., Victoria, B.C.
94,832	Venus	Weymouth	"	1885	Booth Bay, Me., U.S.A.	59 0	18 4	6 7	42	A. J. Thurber, *et al.*, Freeport, N.S.
103,058	Venus	Yarmouth	Sloop	1894	Shelburne, N.S.	28 0	11 1	5 3	8	C. Blades, Pubnico, N.S.
122,134	Venus	"	"	1905	Cape Island, N.S.	30 0	10 6	6 0	10	Louis P. Surette, Tusket Wedge, N.S.

*100,643	Vera	Victoria	Schr—Glt	1887	San Francisco, Cal., U.S.A.	74	0	21	2	8 5	60	Victoria Sealing Co., Ltd., Victoria, B.C.
103,609	Verbena	Sydney	"	1898	Gabarouse, N.S.	56	0	15	7	5 9	27	G. W. Grant, Gabarouse, N.S.
103,736	Vere B. Roberts	Parrsboro'	"	1898	Parrsboro', N.S.	93	3	27	2	9 2	124	John W. Smith, Moose River, N.S.
88,282	Veritas	St. Andrews	"	1878	Eastport, Me., U.S.A.	30	3	10	6	5 6	10	Simon Leonard, West Isles, N.B.
121,756	Verona	Vancouver	Sloop	1906	Vancouver, B.C.	26	6	8	9	3 6	7	Albert French, Vancouver, B.C.
71,647	Vert Pomme	Montreal	"	1872	Pierreville, Que.	101	2	23	4	6 9	111	G. Lebruin, St. Aimé, Que.
100,608	Vesper	Shelburne	Schr—Glt.	1893	Sable River, N.S.	35	4	14	0	6 0	14	Chas. Hupman, Sommerville, N.S.
85,976	Vesta Pearl	St. John, N.B.	"	1882	Canning, N.S.	79	0	27	0	6 8	85	Jacob Mayer, St. John, N.B.
103,274	Vesuvius	Chatham, N.B.	"	1888	Caraquet, N.B.	35	0	12	1	5 0	10	G. Maillett, Shippigan, N.B.
121,894	Vice Reine	Shelburne	Sloop	1906	Shelburne, N.S.	41	0	13	8	5 4	12	Eleazar Penney, M.O., Cape Island, N.S.
77,564	Victor	Montreal	"	1872	Yamaska, Que.	104	0	22	7	7 0	115	Geo. Foreman, Grace's Point, Que.
100,715	Victor	"	"	1893	Pierreville, Que.	108	3	22	8	10 4	180	N. Laroche, Pierreville, Que.
103,026	Victor	Parrsboro'	Schr—Glt	1836	Saybrook, Conn., U.S.A.	58	8	20	6	6 0	43	G. A. Glaspy, St. John, N.B.
38,523	Victoria	Arichat	"	1874	French Village, N.S.	52	9	16	5	6 1	24	Henry Burke, French Village, N.S.
103,775	Victoria	Chatham, N.B	"	1897	Shippigan, N.B	38	9	13	3	5 6	16	W. S. Loggie Co., Ltd., Chatham, N.B.
111,409	Victoria	Lunenburg	"	1900	LaHave, N.S	95	6	24	6	9 8	100	W. N. Reinhardt, LaHave, N.S.
74,222	Victoria	Montreal	Sloop	1875	Yamaska, Que.	99	8	21	0	5 9	96	X. Lebruin, St. Aimé, Que.
96,996	Victoria	New Westminster	"	1892	Port Guichon, B.C.	36	0	11	0	3 5	13	John A. Maxwell, Nanaimo, B.C.
90,709	Victoria	St. Catharines	Scow—Chd	1870	Welland, Ont	109	0	23	0	6 5	156	Allan J. Holloway, Toronto, Ont.
107,359	Victoria	Sydney	Schr—Glt	1899	New Haven, N.S.	37	0	12	4	5 0	11	Daniel Johnson, Louisburg, N.S.
100,492	Victoria	Victoria	"	1892	Victoria, B.C.	80	0	20	4	8 4	63	Victoria Sealing Co., Ltd., Victoria, B.C.
122,495	Victory	Chatham, N.B.	"	1907	Escuminac, N.B.	34	8	9	8	4 8	10	L. Lewis and Joseph P. Sullivan, Escuminac, N.B.
59,310	Victory	St. Andrews	"	1865	Harpswell, Me., U.S.A.	30	8	10	4	4 8	8	Geo. Mulholland, Campo Bello, N.B.
116,466	Vie	Vancouver	Barge—Chd	1902	Vancouver, B.C.	62	0	20	2	2 0	22	Charles H. Cates, North Vancouver, B.C.
122,549	Vie No. 2	Vancouver	Scow—Chd	1908	Vancouver, B.C.	57	3	18	3	2 5	54	Charles H. Cates, North Vancouver, B.C.

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92,767	Vigie	Quebec	Schr—Glt	1889	Quebec, Que.	70 7	19 0	8 6	59	T. Labatt and John Carson, Montreal, Que.
92,589	Vigilant	Gaspé	"	1894	Becscie River, Que	32 6	13 0	4 6	11	Luc Cormier, Esquimaux Pt., Que.
100,251	Vigilant	Halifax	"	1894	Tancook Island, N.S.	34 3	9 0	3 7	5	Dudley Mills, Halifax, N.S.
116,970	Vigilant	St. Andrews,	Sloop	1906	Clarke's Harbour, N.S.	33 7	12 1	5 8	12	Webster Cossaboom, Grand Manan, N. B.
103,504	Viking	Lunenburg	Schr—Glt	1896	Lunenburg, N.S	85 2	23 6	9 3	96	J. A. Farquhar, jr., and C. W. Rawlings, Halifax, N.S.
100,621	Viking	Port Dover	Sloop	1891	Port Dover, Ont	62 0	16 6	7 8	39	F. H. Mitchell, Oakville, Ont.
107,331	Viking	St. John, N.B	"	1899	Yarmouth, N.S	30 3	11 6	3 6	9	H. H. Bissett, St. John, N.B.
*121,721	Viking	Vancouver	"	....	Victoria, B. C	27 8	9 0	4 0	8	Walter G. Sweet and Lewis H. Evans, Vancouver, B.C.
75,785	Village Belle	Port Medway	Schr—Glt	1878	East Port Medway, N.S.	63 8	21 0	8 3	55	S. E. Teel, Vogler's Cove, N.S.
116,556	Village Belle	Maitland	"	1907	Maitland, N.S	87 0	24 9	8 9	99	John Clark, Maitland, N.S.
57,662	Village Bride	Halifax	"	1867	Chezzetcook, N.S.	45 4	15 0	6 4	24	Ephram Gerrard, West Arichat, N.S.
69,192	Village Queen	"	"	1874	Mahone Bay, N.S.	48 6	15 9	6 6	24	Charles Brundage, Sheet Harbour, N. S.
88,302	Villageois	Quebec	Barge—Chd	1881	St. Jean Deschaillons, Que.	92 6	22 6	6 5	93	G. Gignac, Portneuf, Que.
117,183	Vina	Chatham, N.B.	Schr—Glt	1905	Shippigan, N.B.	38 4	13 0	5 0	14	J. Noel, Shippigan, N.B.

* Formerly a steamer

97,186	Viola	Windsor, N.S	Schr—Glt	1891	Salmon River, N.S.	90 0	28 0	9 0	124	J. Willard Smith, St. John, N.B.
21,659	Viola	Yarmouth	Sloop	1904	Tusket Wedge, N.S.	33 0	11 0	6 0	10	J. LeBlanc, Tusket Wedge, N.S.
100,330	Viola Pearl	"	Schr—Glt	1894	Eel Brook, N.S.	45 0	16 7	6 7	24	David McClelland, St. John, N.B.
121,873	Viola S.	"	Sloop	1906	Surette's Island, N.S.	35 2	12 9	6 4	16	Samuel Surette, M.O., Surette's Isld., N.S.
100 260	Violet	Halifax	Schr—Glt	1891	Sambro, N.S.	33 6	11 4	5 0	12	James H. Smith, Sambro, N.S.
94,726	Violet N	Digby	"	1888	Cornwallis, N.S.	54 0	17 8	6 4	32	Andrew Coggins, *et al.*, Westport, N.S.
90,485	Violet West	Halifax	Schr—Glt	1885	Seaforth, N.S.	49 6	18 0	7 0	36	E. W. Boutillier, Marriott's Cove, N.S.
122,238	Violet and Annie	Barrington	Sloop	1908	Port Glyde, N.S.	41 5	13 0	5 6	12	Atlantic Fish Companies, Ltd., Lunenburg, N.S.
100,548	Violetta	Digby	Schr—Glt	1898	Hillsburn, N.S.	36 0	13 4	5 4	11	A. W. Longmire, Hillsburn, N.S.
96,773	Virgin	Port Hawkesbury	"	1894	Chéticamp, N.S.	33 0	11 4	4 9	10	The C. Robin Collas Co., Ltd., Halifax, N.S.
103,125	Virgin Queen	St. Andrews	Sloop	1896	East Machias, Me., U.S.A.	40 0	13 0	5 6	16	Nelson Morse, Grand Manan, N.B.
122,452	Virginia	Barrington	"	1907	Tusket Wedge, N.S.	36 0	13 4	7 0	17	Wm. E. Atkinson, Cape Island, N.S.
112,097	Virginia	Lunenburg	Schr—Glt	1902	Lunenburg, N.S.	98 0	26 0	10 0	134	A. C. Barnaby, M. O., West Dublin, N.S.
70,283	Virginia	Montreal	Barge—Chd	1874	Montreal, Que.	110 0	22 9	8 8	185	The Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
116,330	Virginian	Parrsboro	Schr—Glt	1904	Port Greville, N. S.	85 5	23 6	7 8	100	L. E. Graham, M. O., Port Greville, N. S.
51,537	Virginie	Quebec	Barge—Chd.	1864	Grondines, Que.	83 3	22 0	7 4	86	E. Hamelin, Grondines, Que.
74,258	Virginie	"	"	1876	St. Emélie, Que.	95 8	21 5	7 6	112	Solomon Berard, Sorel, Que.
90,863	Viva	Victoria	Schr—Glt	1885	Chester, N.S.	76 9	22 8	9 0	92	Victoria Sealing Co., Ltd., Victoria, B. C.
126,021	Vivian	Sydney, N.S.	"	1907	Ingonish, N.S	55 0	14 0	7 2	25	Mrs. Margaret S. Hackett, North Sydney, N.S.
126,105	Vivian B. Walters	Lunenburg	"	1908	Lunenburg, N.S	91 3	24 5	10 5	86	W. C. Smith & Co., Ltd., M. O. Lunenburg, N.S.
116,283	Vixen	Halifax	"	1903	Ship Harbour, N.S.	47 8	13 0	6 5	15	Robert Keating, Ship Harbour, N.S.
103,678	Vladimir	Toronto	Scow—Chd.	1897	Bracebridge, Ont.	44 4	13 2	4 0	43	S. Brown, Bracebridge, Ont.
100 995	Voltaire	Chatham, N.B	Schr—Glt	1891	Shippigan, N.B.	35 0	12 0	4 6	10	P. Rive, Caraquet, N.B.
100,357	Voltigeur	Quebec	"	1888	Rimouski, Que.	35 2	14 3	4 8	14	Frs. St. Pierre, Matane, Que.
103,352	Voltigeur	"	Sloop	1894	Les Escoumains, Que.	60 8	18 6	5 3	34	Hypolite Bouliane, Tadousac, Que.

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96,910	Volunteer	Kingston	Schr—Glt	1891	Dog Lake, Ont	88 8	17 0	5 6	59	Barney Black, Kingston, Ont.
111,794	Volunteer	Port Hawkesbury	"	1903	Port Hawkesbury, N.S.	38 0	12 1	6 3	14	David A. Boudreau, Petite de Grat, N.S.
103,111	Volunteer	St. Andrews	"	1888	Grand Manan, N.B	36 0	12 3	5 0	14	Milton W. Ingersoll, Grand Manan, N. B.
100,966	Von Moltke	Chatham, N.B	Schr—Glt	1890	Caraquet, N.B	36 1	11 9	4 6	11	P. J. Frigot, Caraquet, N.B.
96,034	Vreda	Toronto	Cutter	1888	Troon, G.B	53 3	10 1	9 5	18	A. G. Peuchen, Toronto, Ont.
103,588	Vulture	Chatham, N.B	Schr—Glt	1896	Caraquet, N.B	36 3	12 5	5 0	13	W. S. Loggie Co., Ltd., Chatham, N. B.
126,323	W. F. 1	Vancouver	Scow—Chd	1908	Vancouver, B.C.	80 6	30 1	7 5	164	Willoughby B. Fox, Vancouver, B.C.
107,456	W. K. IV	"	"	1899	Vancouver, B.C	59 9	21 9	4 8	52	Simon McKenzie, Vancouver, B.C.
111,535	W. K. No. III	"	"	1891	"	62 0	22 2	5 0	55	Gordon T. Legg, Vancouver, B. C.
111,536	W. K. No. IV	"	"	1891	"	58 0	21 3	5 0	55	" "
111,537	W. K. No. 5	"	"	1891	"	58 0	21 0	5 0	54	" "
117,010	W.K. No. 6	"	"	1903	New Westminster, B.C.	69 0	25 0	6 8	101	L. Wilson, *et al.*, New Westminster, B.C.

92,661	W. A. Crombie	Ottawa	Barge—Chd	1887	Ottawa, Ont.	110	0	22	0	7 0	155	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
111,560	W. C. Clark	St. Andrews	Schr—Glt	1901	Grand Manan, N.B.	36	0	13	2	6 0	16	Matilda Cheney, Grand Manan, N.B.
116,504	W. C. Silver	Lunenburg	"	1904	Bridgewater, N.S.	93	6	24	1	9 6	97	Kenneth Silver, M.O., La Have, N.S.
42,023	W. D. Bickford	Digby	"	1860	Hillsburg, N.S.	58	8	17	1	7 5	44	J. A. Steves, *et al.*, Sackville, N.B.
107,542	W. E. Gladstone	St. John, N.B.	"	1898	Carleton, N.B.	42	0	15	0	5 9	19	Alexander Shaw, Yarmouth, N.S.
83,174	W. E. Young	Lunenburg	"	1882	Lunenburg, N.S.	78	0	23	4	8 5	93	Daniel Hamilton, Sydney, N.S.
121,696	W. F. Britteliffe	Yarmouth	Sloop	1904	Woods Harbour, N.S.	35	0	11	8	5 5	10	G. W. Smith, M.O., Woods Harbour, N.S.
88,518	W. F. Elizabeth	Sydney	Schr—Glt	1886	St. Peter's, N.S.	32	1	12	8	5 1	10	Thomas Doyle, North Rustico, P.E.I.
122,581	W. F. Foley	Yarmouth	Schr—Glt	1908	Tusket Wedge, N.S.	69	0	19	6	8 0	51	Hilaire T. LeBlanc, Tusket Wedge, N.S.
117,162	W. H. Baxter	Windsor, N.S.	"	1905	Canning, N.S.	138	0	32	6	12 4	331	Wm. H. Baxter, M.O., Canning, N.S.
92,669	W. H. Sixsmith	Ottawa	Barge—Chd	1887	Hull, Que.	112	0	23	0	7 6	147	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,099	W. H. Waters	St. John, N.B.	Schr—Glt	1893	Westfield, N.B.	86	5	28	1	7 9	120	John A. Mowry, *et al.*, St. John, N.B.
71,274	W. J. Suffell	Kingston	"	1874	Port Burwell, Ont	120	0	26	0	9 8	238	Wm. H. Gilbert, Belleville, Ont.
122,471	W. K. Grafftey	Ottawa	Barge—Chd	1907	Hull, Que.	122	1	24	1	8 6	208	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
57,257	W. L. Lohnes	Lunenburg	Schr—Glt	1866 / 1881	La Have, N.S.	55	3	18	1	7 4	38	Wm. Lohnes, La Have, N.S.
121,786	W. M. Dobell	Ottawa	Barge—Chd	1906	Hull, Que.	121	8	24	1	8 1	196	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
69,091	W. M. Vogler	Port Medway	Schr—Glt	1874	Vogler's Cove, N.S.	61	5	20	3	7 6	46	J. S. Cochran, Halifax, N.S.
111,724	W. N. Zwicker	Lunenburg		1901	Clyde River, N.S.	145	2	32	1	12 5	398	A. H. Zwicker, *et al.*, Lunenburg, N.S.
88,688	W. R. Barry	St. John, N.B.	"	1885	Westfield, N.B.	51	1	16	0	4 4	30	Chas. A. C. Gorham, Greenwich, N.B.
*122,113	W. S. Calvert	Toronto	"	1874	Chester, Pa., U.S.A.	191	0	29	0	14 4	543	The Canadian Transit Co., Ltd., Toronto, Ont.
111,696	W. S. Fielding	Liverpool	"	1901	Liverpool, N.S.	115	0	27	9	11 1	199	Abraham W. Hendry, Liverpool, N.S.
111,649	W. S. Wynot	Lunenburg	"	1901	Mahone Bay, N.S.	90	8	24	7	10 0	100	Charles U. Mader, Mahone Bay, N..S
100,070	W. W. McLaughlin	St. John, N.B.	"	1891	Hopewell, N.B.	160	3	38	4	13 2	471	Ernest W. Lynds, Hopewell Cape, N.B.
126,301	W. Bibeau	Montreal	Sloop	1903	Notre Dame de Pierreville, Que.	108	8	22	8	7 6	119	William Bibeau, Notre Dame de Pierreville, Que.
100,174	W. Gill	"	"	1891	Pierreville, Que.	91	0	23	0	6 0	89	Napoleon Grenier, Notre Dame de Pierreville, Que.

*Formerly "Berks."

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75,529	W. Owens	Montreal	Barge—Chd	1874	Monte Bello, Que.	94 0	19 2	5 7	90	J. Bouvier, St. Roch, Que.
100,543	W. Parnell O'Hara	Digby	Schr—Glt	1886	Essex, Mass., U.S.A.	80 2	23 0	8 3	79	R. C. C. Smallie, (Ship's Husband), Digby, N.S.
122,049	Waldo R.	St. Andrews	"	1906	West Isles, N.B.	51 0	17 2	7 0	47	Winslow Richardson, West Isles, N.B.
111,793	Walla Walla	Port Hawkesbury	"	1903	Cheticamp, N.S.	34 0	11 2	5 6	11	Simon Belfountain, Eastern Harbour, N.S.
92,569	Walter	Halifax	" "	1882	Red Head, N.S.	36 3	13 4	6 5	15	Robert Johnson, Halifax, N.S.
116,724	Walter C.	St. John, N.B.	Sloop	1904	Lorneville, N.B.	41 9	15 5	5 5	18	J. L. Belding, Chance Harbour, N.B.
94,814	Walter L. Rich	Victoria	Schr—Glt	1887	Booth Bay, Me., U.S.A.	79 2	22 0	7 6	84	Victoria Sealing Co., Ltd., Victoria, B.C.
96,944	Walter Miller	St. John, N.B	"	1890	Black River, N.B.	93 2	27 7	7 3	118	N. C. Scott, St. John, N.B.
	Wanderer	Toronto	"	1866	Oakville, Ont	80 0	20 4	7 6	110	John Spence, jr., Southampton, Ont.
100,019	Wanita	Windsor, N.S.	"	1897	Granville, N.S.	60 8	20 0	7 8	42	Rodman Pratt, Wolfville, N.S.
90,896	Wapiti	Yarmouth	"	1889	Shelburne, N.S.	90 4	24 2	9 7	100	A.F.Stoneman, *et al.*, Yarmouth, N.S.
103,594	Warren W.	Charlottetown	"	1896	Montague, P.E.I.	83 0	22 5	8 6	79	Warren Wightman, Montague, P.E.I.
100,985	Wasp	Chatham, N.B.	"	1888	Caraquet, N.B	36 0	12 8	5 0	12	C. Robin, Collas & Co., Ltd., Jersey.
103,855	Wasp	Halifax	Sloop	1897	Dartmouth, N.S.	23 6	6 6	4 0	2	R. Bauld, Halifax, N.S.

126,115	Watauga	Lunenburg	Schr—Glt	1908	Lunenburg, N.S.	101 2	25 3	10 4	99	Edwin Backman, M.O., Lunenburg, N.S.
52,198	Watchman	St. John, N.B.	"	1865	Grand Lake, N.B	64 0	22 2	6 0	46	John Black and H. C. Smith, St. John N.B.
61,904	Water Lily	Halifax	"	1870	Liverpool, N.S	38 4	14 0	5 5	14	Donald McKenzie, Pictou, N.S.
122,023	Water Witch	Liverpool	"	1906	Liverpool, N. S.	114 3	28 9	11 4	190	John C. Crosbie, St. John's, Nfld.
59,325	Water Witch	St. Andrews	"		Essex, Mass., U.S.A.	39 0	12 0	5 0	12	Eben Greenlaw, West Isles, N.B.
80,961	Waterlily	Halifax	"	1880	Little Glace Bay, N.S.	41 6	14 6	5 8	19	Shelah Evans, Halifax, N.S.
	Wanbanshene	Toronto	"	1872	Chatham, Ont	149 0	26 0	11 6	478	The Collin's Bay Rafting & Forwarding Co., Ltd., Kingston, Ont.
90,488	Wave	Charlottetown	"	1885	Spry Harbour, N.S.	43 5	14 0	5 5	19	Geo. A. Poole, Lower Montague, P.E.I.
72,980	Wave	Digby	"	1873	Salmon River, N.S	39 6	12 2	4 8	11	Thos. Pack, Westport, N.S.
77,969	Wave Queen	St. Andrews	"	1879	St. George, N.B.	30 2	11 7	5 1	11	Wm. McMann, St. George, N.B.
88,228	Welcome	Charlottetown	Schr—Glt	1884	Chezetcook, N.S.	47 8	17 3	7 2	33	Robert Whiteway, Murray River, P.E.I.
116,887	Wenona	Arichat	"	1902	Tor Bay, N.S.	35 4	10 5	4 9	10	John J. Uloth, Tor Bay, N.S.
100,152	Werra	Lunenburg	"	1891	Lunenburg, N.S.	77 0	23 6	8 8	85	John R. Renouf, Bay of Islands, Nfld.
75,595	West Wind	Digby	"	1877	Port Gilbert, N.S.	45 7	16 4	6 0	25	Geo. Post, Digby, N.S.
107,764	Western Light	Charlottetown	"	1902	Miminegash, P.E.I.	55 9	17 7	6 8	39	Chas. Veno, Miminegash, P.E.I.
107,769	Western Prince	"	"	1889–1909	Alberton, P.E.I.	35 7	12 4	4 6	10	Wallace Richards, Alberton, P.E.I.
100,551	Westmoreland	Dorchester	Bk—Bq	1893	Harvey, N.B.	164 4	35 3	18 3	698	E. E. Hutchings, Brooklyn, N.Y., U.S.A.
	Wheat Bin	Montreal	Barge—Chd	1870	Montreal, Que.	148 9	24 6	9 5	320	Alphonse Desrosier, Lanoraie, Que.
77,744	Whip-poor-Will	Shelburne	Schr—Glt	1875	Lockeport, N.S.	44 0	13 6	5 5	17	Gilbert Littlewood, Littlewood, Shelburne Co., N.S.
103,704	Whisper	Yarmouth	"	1896	Pubnico, N.S.	52 5	14 9	7 0	31	Chas. Harkins, Dipper Harbour, N.B.
90,658	Whistler	St. John, N.B	"	1886	Eel Brook, N.S	50 9	14 7	6 3	24	David Chute, Harbourville, N.S.
100,962	White Bird	Chatham, N.B.	"	1893	Shippigan, N.B	46 8	15 8	6 0	27	Alexander Tremblay, Miminegash, P.E.I.
77,572	White Bird	Montreal	Sloop	1878	Yamaska, Que.	92 5	22 5	6 2	89	E. Auclair, Haverhill, Mass., U.S.A.
126,252	White Cap	Chatham, N.B.	Schr—Glt	1908	Point Spain, N.B.	34 4	10 0	5 0	11	Patrick Jimmo, M.O., Escuminac, N.B.
94,967	White Cloud	Gaspé	"	1889–1899	Mahone Bay, N.S. / Lévis, Que	80 4	24 0	9 3	99	Marie Louise Fortier, Montreal, Que.

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117,042	White Eagle	Barrington	Sloop	1901	Clarke's Harbour, N.S.	32 0	11 2	6 2	10	L. Nickerson, Cape Island. N.S.
122,054	White Fish	Chatham N.B	Schr—Glt	1906	Shippigan Island, N.B.	36 0	13 2	5 5	13	Eutrope Chiasson, Shippigan Island, N.B.
72,571	White Oak.	Kingston	"	1867	Oakville, Ont.	111 0	24 8	9 5	180	Collins Inlet Lumber Co., Ltd., Toronto, Ont.
122,465	White Wing	Yarmouth	Sloop	1906	Short Beach, N,S.	34 0	11 0	6 0	11	Joseph Harris, Yarmouth, N.S.
100,953	White Wings	Chatham, N.B	Schr –Glt	1890	Caraquet, N.B.	35 1	12 7	4 4	10	Mrs. Sarah Young and F. T. B. Young, J.O., *et al.*, Caraquet, N.B.
83,155	White Wings.	Hamilton	Sloop	1886	Trenton, Ont	40 0	15 6	6 4	22	R. W. Scarfe, Port Credit, Ont.
116,202	Whynot	Yarmouth	Schr—Glt	1897	Port Maitland, N.S.	31 0	10 0	5 6	10	W. H. Allen and G. H. Van Horne, Arcadia, N.S.
92,393	Wide Awake	Kingston	Sloop	1887	Kingston, Ont.	65 3	15 3	3 8	24	John Tuttle, Kingston, Ont.
100,590	Wide Awake.	Montreal	Catboat	1891	New York, U.S.A.	16 5	7 2	3 5	1	H. M. Molson, Montreal, Que.
61,947	Widgeon.	Halifax	Schr—Glt	1869	Chezzetcook, N.S.	42 5	14 8	6 6	22	John Petipas, Bay of Islands, Nfld.
72,321	Widgeon	St. John, N.B.	"	1872	Portland, N.B.	32 1	11 5	5 3	10	James Kennedy, St. John, N.B.
96,934	Wild Brier C	Charlottetown	"	1896	Miminegash, P.E.I	47 0	15 0	5 5	24	Walter Matheson, Charlottetown, P.E.I.
116,233	Wild Rose	Digby	"	1904	Port Lorne, N.S.	38 5	15 4	6 0	16	Joseph Winter, Canning, N.S.
41,929	Wild Wave	Liverpool	"	1859	Liverpool, N.S	59 0	17 5	6 7	36	B. G. Crowell, *et al.*, Shelburne, N.S.

54,416	Wildflower	St. John, N.B	Schr—Glt	1866	Washademoak, N.B	55 0	18 7	5 0	33	John B. Edgar, Kars, N.B.
85,586	Wildwood	Windsor, N.S	Barge—Chd	1883	St. John, N.B	222 3	40 0	22 1	1381	Gypsum Packet Co., Ltd., Windsor, N.S.
116,292	Wilena Fraser	Charlottetown	Schr—Glt	1898	Charlottetown, P.E.I	35 0	12 3	4 4	13	W. W. Corrigan, West Arichat, N.S.
122,150	Wilford H	Yarmouth	Sloop	1907	Clyde, N.S.	33 0	10 4	6 0	11	Nathaniel Horton, M.O., Port la Tour, N.S.
*121,812	Wilfred L. Snow	Digby	Schr—Glt	1905	Shelburne, N.S.	63 5	17 2	7 1	51	John W. Snow, M.O., Granville, N.S.
107,351	Wilfred Laurier	Sydney	"	1897	Ingonish, N.S.	41 0	11 4	6 0	10	Wm. Ridout, North Sydney, N.S.
	Wilfrid Plunkett	Cobourg	"	1866	Oakville, Ont.,	78 9	18 9	7 9	100	A. A. Smith, Belleville, Ont.
90,882	Will o' the Wisp	Yarmouth	"	1888	Pubnico, N.S.	67 8	19 7	7 5	51	A. F. Stoneman, Yarmouth, N.S.
92,662	Willard Crane	Ottawa	Barge—Chd	1887	Hull, Que.	110 0	22 0	7 0	155	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
125,967	Willena Gertrude	Parrsboro	Schr—Glt	1908	Parrsboro, N.S.	132 1	32 4	11 2	271	Hugh E. Mosher, M.O., Parrsboro, N.S.
92,578	Willetta	Halifax	"	1888	Sambro, N.S	37 8	12 9	5 5	12	Jos. Gray, Sambro, N.S.
85,397	William A.	Magdalen Islands	"	1890	Etang du Nord Grindstone Island, Que.	33 6	12 3	4 7	9	John N. Leblanc, Etang du Nord, Grindstone Island, Que.
73,030	William Albert	"	"	1881	Grindstone, Que.	57 1	19 6	8 1	41	Maurice E. Boland, BirchyCove, Nfld.
126,253	William Davidson	Chatham, N.B	"	1908	Chatham, N.B	67 8	20 4	8 0	61	W. S. Loggie, Co., Ltd,, Chatham, N.B.
75,912	Wm. Jamieson	Kingston	"	1878	Mill Point, Ont	100 0	25 4	8 6	143	Chauncy Daryaw, Kingston, Ont
85,363	Wm. McGillivray	Ottawa	Barge—Chd	1884	Hull, Que.	111 1	22 8	7 2	157	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,648	Wm. Power	"	"	1904	"	112 8	24 0	8 2	168	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
88,663	Wm. Sinclair	Chatham, N.B	Schr—Glt	1885	Chatham, N.B	41 0	15 0	5 6	17	W. S. Loggie Co., Ltd., Chatham, N.B.
116,879	Williams	St. Catharines	Barge—Chd	1902	Buffalo, U.S.A	87 9	18 0	9 0	61	Charles Ross, Port Maitland, Ont.
107,674	Willie	Quebec	Sloop	1900	St. Irenée, Que.	45 6	13 2	6 0	22	Joseph Ganthier, M. O., St. Irenee, Que.
73,962	Willie B	Halifax	Schr—Glt	1876	Liverpool, N.S.	53 9	18 3	7 3	39	F. P. White, Margaree, N.S.
96,776	Willie B	Port Hawkesbury	"	1894 1903	Cheticamp, N.S.	33 0	11 5	5 4	21	A. W. DeGruchy, Eastern Harbour, N.S.
85,559	Willie F.	Yarmouth	"	1884	Cape Cove, N.S.	40 7	12 5	5 0	12	F. B. Lent, Westport, N.S.
100,226	Willie H. Crosby	Halifax	"	1893	Chezzetcook, N.S.	64 8	22 2	8 9	65	J. D. Savage, Magdalen Islands, Que.
85,541	Willie M.	Barrington	"	1883	Maitland, N.S.	53 0	16 0	6 6	24	Isaac Nickerson, Barrington, N.S.

*Formerly a steamer.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—*Concluded.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—*Fin.*

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
122,464	Willie M	Yarmouth	Sloop	1907	Clyde, N.S.	34 0	12 0	6 2	14	William E. Smith, Port La Tour, N.S.
85,487	Willie McGowan	Shelburne	Schr—Glt	1883	Shelburne, N S	88 0	23 8	9 6	116	Wm. H. Moore, North Sydney, N.S.
66,727	Willow	Quebec	"	1872	LaHave, N.S	41 0	14 6	5 8	18	Chas. Gagné, Rimouski, Que.
107,792	Windward	St. John, N.B	"	...	Long Island, U.S.A.	49 2	15 8	5 2	24	T. E. Powers and J. H. Wilson, St. John, N.B.
97,149	Winnie	St. Andrews	"	1877	Green's Cove, N.S.	30 0	11 3	4 9	12	Thos. Bright, Seeley's Cove, N.B.
94,959	Winnie G. S	Lunenburg	"	1889	Chester Basin, N.S.	45 0	16 0	7 0	26	Donald McGregor, Dalhousie, N.B.
126,133	Winnie Hazel	Halifax	"	1908	Port Duffern, N.S	66 5	20 9	8 1	68	Howard Verge, M. O., Sober Island, N.S.
126,121	Winnie Wing	Kingston	"	1867	Fort Howard, Wisc., U.S.A.	118 0	26 9	9 0	183	Reuben B. Shipman, Napanee, Ont
121,852	Winnifred	Lunenburg	"	1905	Mahone Bay, N.S.	102 3	25 5	10 0	99	Abraham Ernst, M.O., Mahone Bay, N.S.
121,690	Winnifred	Yarmouth	Sloop	1904	Cape Island, N.S.	32 0	11 0	6 0	10	A. Nickerson, Cape Island, N.S.
100,711	Winnipeg	Montreal	Schr—Glt	1893	Kingston, Ont	179 5	34 6	14 5	681	Montreal Transportation Co., Ltd., Montreal, Que.
107,539	Winogene	St. John, N.B	Sloop	1898	Milledgeville, N.B.	29 0	10 0	3 0	7	H. E. Holder, St. John, N.B.
70,295	Winona	Montreal	Barge—Chd	1874	Quebec, Que	121 0	23 6	9 8	227	François Sauvé, Beauharnois, Que.
96,717	Winona	Ottawa	"	1890	Grenville, Que.	110 0	24 0	7 3	149	The Ottawa Transportation Co., Ltd., Ottawa, Ont.

111,554	Winona	St. Andrews	Sloop	1896	Buzzard's Bay, Mass., U.S.A.	20 0	8 3	2 0	4	Edward Maxwell, Montreal, Que.
94,983	Wona	Toronto	Schr—Glt	...	Gloucester, Mass., U.S.A.	27 6	8 6	4 6	4	Wm. P. Eby, Toronto, Ont.
92,531	Wood	Ottawa	Barge—Chd	1887	Sorel, Que	111 9	22 8	8 1	171	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,012	Wood Bros.	Parrsboro'	Schr—Glt	1894	Parrsboro', N.S.	74 5	25 0	6 1	68	James E. George, *et al.*, Parrsboro', N.S.
111,960	Woodward No. 1	New Westminster	"	1905	New Westminster B.C.	65 0	23 0	4 5	62	Torpedo Freighting & Tug Co., Ltd., New Westminster, B.C.
100,973	World's Fair	Chatham, N.B	"	1893	Caraquet, N.B	37 2	12 4	4 8	11	Mrs. Sarah Young and E. T. B. Young, J.O., *et al.*, Caraquet, N.B.
90,897	Wrasse	Yarmouth	"	1889	Eel Brook, N.S.	64 1	20 2	7 4	56	A. F. Stoneman, Yarmouth, N.S.
103,079	Wren	Chatham, N.B.	"	1894	Shippigan, N.B	34 6	12 5	4 8	11	T. Ahier, Shippigan, N.B.
103,183	Wren	Shelburne	"	1895 1900	Shelburne, N.S.	52 0	13 4	6 7	22	A. P. Hamilton, Carleton Village, N.S.
100,225	Wym	Halifax	Cutter	1892	Dartmouth, N.S.	32 5	7 3	5 4	6	R. R. Kennedy, Halifax, N.S.
100,812	Wyvern	Barrington	Schr—Glt	1894	Lockeport, N.S.	53 0	17 0	7 0	25	John and James D. Walker, Basin River Inhabitants, N.S.
111,519	X. 10. U. 8	St. John, N.B.	Sloop	1902	Jemseg, N.B.	37 2	17 3	4 1	19	J. D. Colwell, Jemseg, N.B.
122,447	Xiphias	St. John, N. B.	"	1907	Shelburne, N.S.	40 8	13 0	5 6	16	Easton Green, Grand Manan, N.B.
112,127	Yamaska	Lunenburg	Schr—Glt	1903	Mahone Bay, N.S	92 0	24 8	9 6	98	Peter B. Zwicker, *et al.*, Mahone Bay, N.S.
	Yamaska	Montreal	Barge—Chd	1859	Yamaska, Que.	79 5	21 6	5 4	57	Wm. Graham, Vaudreuil, Que.
103,963	Yamaska	"	Sloop	1898	"	95 8	22 5	6 0	99	F. X. Martel, Ste. Croix, Que.
85,454	Yamaska	Quebec	Barge—Chd	1873	Yamaska, Que.	107 5	22 6	9 3	160	Adelard Bourdon, Lanoraie, Que.
75,745	Yarmouth Packet	Yarmouth	Schr—Glt	1878	Plymouth, N.S.	75 0	22 0	8 3	77	E. F. Parker, Yarmouth, N.S.
116,908	Yolanda	Parrsboro'	"	1907	Parrsboro', N.S.	78 4	23 1	9 0	77	David A. Huntley, Parrsboro', N.S.
96,808	Youla	Halifax	Cutter	1891	Dartmouth, N.S.	33 5	7 3	5 4	6	Harry M. Wyld, Halifax, N.S.
75,722	Yuba	Yarmouth	Schr—Glt	1878	Green Cove, N.S.	42 0	14 6	5 5	15	Isaac A. Nickerson, Shag Harbour, N.S.
111,419	Yukon	Lunenburg	"	1900	LaHave, N.S.	96 4	24 7	9 7	97	Arthur Ritcey, LaHave, N.S.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—*Concluded.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—*Fin.*

Official Number — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construit en.	Where built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
116,807	Z. Gill	Sorel	Sloop	1906	Pierreville, Que	104 2	23 0	7 6	126	Willie Gill, Pierreville, Que.
85,508	Zelena	St. John, N.B.	Schr—Glt	1883	St. Martin's, N.B.	40 2	13 6	5 2	14	James T. Smith, Rockland, N.B.
107,917	Zelma	St. Andrews	Sloop	1897	Grand Manan, N.B.	35 0	13 4	4 7	17	H. Frankland, Grand Manan, N.B.
111,653	Zephir No. 1	Quebec	"	1901	St. Thomas de Pierreville, Que.	74 4	18 8	5 4	50	Prudent Blais, Ste. Croix, Que.
100,920	Zephyr	Chatham, N.B.	Schr—Glt	1891	Caraquet, N.B.	36 3	12 4	5 0	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
85,378	Zephyr	Halifax	"	1863	Mahone Bay, N.S.	40 5	14 4	5 5	16	Robert J. Slaughenwhite, Terence Bay, N.S.
100,589	Zephyr	Montreal	Sloop	1892	Three Rivers Que.	62 6	16 6	4 9	33	J. Paquette, Champlain, Que.
116,449	Zephyr	Shelburne	"	1904	Port Saxon, N.S.	31 0	11 7	6 0	11	Samuel Greenwood and S. M. Greenwood, Port Saxon, N.S.
112,058	Zeta	Windsor, N.S	Schr—Glt	1902	Cheverie, N.S	132 0	32 0	12 0	335	Rodman Pratt, Cheverie, N.S.
103,486	Zillah May	Victoria	"	1896	Ballard, Wash., U.S.A.	77 3	20 8	8 3	66	Sprott Balcom, Victoria, B.C.
121,656	Zilpha	Yarmouth	Sloop	1904	Clarke's Harbour, N.S.	32 0	11 4	6 0	10	Martin Penney, Clarke's Harbour, N.S.
122,000	Zoraya	Lunenburg	Schr—Glt	1906	Tancook Island, N.S	44 2	12 5	6 4	16	John S. Spindler, M.O., Rose Bay, N.S.
83,427	Zoulou	Weymouth	"	1883	Grosses Coques, N.S.	40 0	12 0	5 5	12	Louis N. Teabo, Plympton, N.S.
80,013	Zulu	St. John, N.B.	"	1870	Portland, N.B	29 8	11 3	4 8	8	Edward Hampton, St. John, N.B.

(OFFICIAL COPY.)

JANUARY, 1909.

SUPPLEMENT TO LIST OF VESSELS, 1908.

LISTS OF SHIPS (distinguishing STEAM and SAILING SHIPS) belonging to the Dominion of Canada, reported to the Department of Marine and Fisheries in respect of their Registry during the month of January, 1909.

A—Ships for which Registers were opened ;

B—Ships whose Registers were closed in consequence of their having been wrecked, &c.

G. J. DESBARATS,

Acting Deputy Minister of Marine and Fisheries.

TABLE I.—STEAMERS REGISTERED—VAPEURS ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
126,329	Elola	Vancouver	1907	Vancouver, B.C.	45 4	10 1	4 3	19	13	3 Sc.	Frank R. Begg, Vancouver, B.C.
122,583	Keremeous	Yarmouth	1908	Yarmouth, N.S.	34 0	9 6	4 0	8	4	2 Sc.	James Stewart Gray, Yarmouth, N.S.
*122,417	Reliever	Midland	1888 1908	West Bay City, U.S.A. Midland, Ont.	226 0	36 4	10 5	810	366	80 Sc.	Manley Chew, Midland, Ont.
122,606	Roddick	Kenora	1908	Fort Frances, Ont.	66 0	12 0	4 4	52	31	3 Sc.	William John Wilson, Fort Frances, Ont.
126,330	Shuswap	Vancouver	1888	Astoria, Ore., U.S.A.	46 5	13 3	5 0	33	22	7 Sc.	The Lands & Works Dept. of the Govt. of British Columbia, Victoria, B.C.
116,487	Wm. E. Rooney	Wallaceburg	1873	Toledo O. U.S.A.	49 0	12 8	4 2	12	6	.. Sc.	James Lee, Wallaceburg, Ont.

* Foreign name "Germannic".

TABLE II.—SAILING VESSELS REGISTERED—NAVIRES A VOILES ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
126,116	Elva Blanche	Lunenburg	Schr—Glt	1908	Mahone Bay, N.S.	93 8	25 0	9 3	79	Abraham Ernst, M.O., Mahone Bay, N.S.
111,634	Loyal	"	"	1900	"	94 4	25 0	9 6	99	Alexander B. Carson, M.O., Rexton, N.B.
126,054	Sea Duck	Chatham, N.B	"	1908	Bathurst, N.B.	38 0	12 6	5 6	16	Edward Peter Roy, Bathurst, N.B.

TABLE III.—STEAMERS, REGISTERS CLOSED—VAPEURS, REGISTRES CLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la cloture du registre.	Date of Loss, &c. — Date de la perte, etc.
92,388	Carlton	Hamilton	6	Out of existence	
90,573	Gertrude	Toronto	51	" "	
90,572	Mascotte	"	33	" "	
85,497	Telegram	Collingwood	134	Wrecked	2nd November, 1908.
100,761	Thistle	Toronto	68	Out of existence	
	5 Vessels		292		

TABLE IV.—SAILING VESSELS, REGISTERS CLOSED—NAVIRES A VOILES, REGISTRES CLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la cloture du registre.	Date of Loss, &c. — Date de la perte, etc.
.....	Acacia	Kingston	188	Foundered	12th July, 1908.
112,122	Atalaya	Lunenburg	79	Transferred (to St. John's, Nfld)	
61,431	Bee	Chatham, N.B.	11	Broken up	
100,340	Bessie A.,	Parrsboro'	96	Wrecked on Long Ledge, Me., U.S.A.	1st May, 1908.
107,053	Bonnie Lin.	Barrington	10	Sank off Brier Island	13th October, 1908.
103,051	Carrie May	Yarmouth	25	Broken up	
92,464	Eliza M	Chatham, N.B	18	"	
80,798	Freddie G	Digby	18	"	
112,061	Hornet	Windsor, N.S.	26	Wrecked	6th January, 1909.
90,438	Lark	Barrington	13	Condemned	
112,345	Lolita A	Liverpool	159	Abandoned at sea	21st December, 1908.
103,276	Monkland	Chatham, N.B.	.....	Broken up	
83,133	Regina B	Port Hawkesbury,	81	Sunk by collision with SS. 'John Irwin'	19th September, 1908.
80,394	Robert S. Besnard	Parrsboro'.	1,142	Sold to foreigners, (Spanish subjects)	
84,541	Willie M.	Barrington	24	Wrecked on Green Island, N.S.	April, 1908.
	15 Vessels		1,890		

(OFFICIAL COPY.)

FEBRUARY, 1909.

SUPPLEMENT TO LIST OF VESSELS, 1908.

LISTS OF SHIPS (distinguishing STEAM and SAILING SHIPS) belonging to the Dominion of Canada, reported to the Department of Marine and Fisheries in respect of their Registry during the month of February, 1909.

A.—Ships for which Registers were opened;

B.—Ships whose Registers were closed in consequence of their having been wrecked, &c.

G. J. DESBARATS,

Acting Deputy Minister of Marine and Fisheries.

TABLE 1.—STEAMERS REGISTERED—VAPEURS ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
122650	Alcedo	Ottawa	1905	Ballard, Wash., U S.A.	69 7	16 8	7 6	70	47	16 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
126331	Andover	Vancouver	1908	Kamloops, B.C.	91 3	19 9	4 0	177	111	6 pa	George B. and Elmer Ward, Kamloops, B.C.
86714	Christine	Ottawa	1881	Glasgow, G.B.	126 0	17 2	9 9	140	95	40 sc	The Minister of Customs, Ottawa, Ont.
126096	D. and G.	St. Catharines	1909	Port Maitland, Ont.	58 2	14 1	7 4	41	28	10 sc	George Jones, Port Maitland, Ont.
121957	Elgin E.	Port Stanley	1908	Collingwood, Ont.	75 0	16 0	8 2	66	45	20 sc	Clare Thorn, M.O., Port Stanley, Ont.
126013	John Hancock	Annapolis Royal	1908	Granville Ferry, N.S.	53 0	16 2	5 2	43	29	3½ sc	Bernard Dolan, Granville Ferry, N.S.
126266	Longboat	Toronto	1901	Simcoe, Ont.	37 0	10 0	4 0	23	15	2 sc	The Turner Lumber Co., Ltd., Toronto, Ont.
126137	Mayflower No. 1	Halifax	1909	Dartmouth, N.S.	60 5	17 3	7 0	50	45	6 sc	The Imperial Oil Co,, Ltd., Sarnia, Ont.
126236	Princess Charlotte	Victoria	1908	Govan, G.B.	330 0	46 7	23 7	3844	1999	795 sc	Canadian Pacific Railway Co., Montreal, Ont.
116686	Slippery Jack	Richibucto	1897	Richibucto, N.B.	32 0	11 4	5 0	12	11	1 sc	James Legoof, Richibucto, N.B.
60459	Tyrian	Halifax	1869	Glasgow, G.B.	237 5	30 2	19 9	1039	667	96 sc	The Minister of Public Works, Ottawa, Ont.

TABLE II.—SAILING VESSELS REGISTERED—NAVIRES A VOILES ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
116557	Jessie Ashley	Maitland	Schr—Glt	1908	Maitland, N.S.	95 7	26 0	8 6	122	William Anthony, Maitland, N.S.
126095	Kennaquhair	St. Catharines	Dredge—Drague	1908	Welland, Ont.	100 0	40 0	9 5	462	William E. Phin, Welland, Ont.
126381	La Trinité	Quebec	Schr—Glt	1891 / 1906	St. Joachim, Que.	72 7	23 0	6 6	47	Joseph Gagné, Baie St. Paul, Que.
126103	Minnie F. Crosby	Halifax	"	1908	LaHave, N.S.	97 6	27 2	10 0	119	Adam B. Crosby, Halifax, N.S.
*116687	Myrtle Mack	Richibucto	"	1865	Bath, Me., U.S.A.	46 4	14 2	5 2	20	John D. McLeod, Tidnish, N.S.

*Foreign name "Peerbastah."

TABLE III.—STEAMERS, REGISTERS CLOSED—VAPEURS, REGISTRES CLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la cloture du registre.	Date of Loss, &c. — Date de la perte, etc.
94797	Calluna	Richibucto	15	Wrecked.	
71188	Wiarton Belle	Owen Sound	59	"	
	2 Vessels		74		

TABLE IV.—SAILING VESSELS, REGISTERS CLOSED—NAVIRES A VOILES, REGISTRES CLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la cloture du registre.	Date of Loss, &c. — Date de la perte, etc.
96774	Carrie L. Smith	St. John, N.B.	600	Wrecked	December 2, 1908.
107190	France & Russie	Charlottetown	27	"	
83291	Idle Wild	Kingston	19	"	
83173	Maggie Smith	Port Hawkesbury	83	Lost at St. Esprit, N.S.	
111473	Murdock Finlayson	Arichat	80	Lost at Cow Bay, N.S.	November 1, 1908.
63280	Osberga	Maitland	1,116	Foundered	November 9, 1908.
94741	Prudent	St. John, N.B.	117	Wrecked at Harbourville, N.S.	August 1, 1908.
90480	Savona	Maitland	1,584	Stranded on Calf Island, Ireland	January 19, 1909.
90474	Sea-gull	"	25	Broken up.	
70477	Strathisla	"	1,280	Sold to foreigners (Italians.)	
103012	Wood Bros.	Parrsboro	68	Wrecked at Quaco Light, N.B.	January 30, 1909.
	11 Vessels		4,999		

(OFFICIAL COPY.)

March, 1909.

SUPPLEMENT TO LIST OF VESSELS, 1908.

Lists of Ships (distinguishing Steam and Sailing Ships) belonging to the Dominion of Canada, reported to the Department of Marine and Fisheries in respect of their Registry during the month of March, 1909.

A.—Ships for which Registers were opened ;

B.—Ships whose Registers were closed in consequence of their having been wrecked, &c

G. J. DESBARATS,

Acting Deputy Minister of Marine and Fisheries.

TABLE I.—STEAMERS REGISTERED—VAPEURS ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
†126268	A. Weston	Toronto	1882	Mt. Clemens, Mich., U.S.A.	164 0	31 3	13 0	672	303	48 se	The Conger Coal Co., Ltd., Toronto, Ont.
126118	Advocate	Lunenburg	1909	Lunenburg, N.S.	68 4	19 8	8 6	61	51	3 se	John W. McLachlan, M.O., Lunenburg, N.S.
121401	City of Haileybury	Ottawa	1908	Kippewa, Que.	67 0	12 3	6 7	38	26	8 se	Temiskaming Navigation Co., Ltd., Haileybury, Ont.
126335	Esprit	Vancouver	1909	Vancouver, B.C.	30 8	8 3	4 3	8	6	1 se	Arthur Langlois, Vancouver, B.C.
121459	Falken	Montreal	1895	Christiania, Norway	86 5	17 0	9 1	94	38	35 se	Thomas Gauthier, Montreal, Que.
†126046	J. H. Upham	Port Arthur	1880 1908	Buffalo, U.S.A. Duluth, U.S.A.	48 0	12 0	7 0	26	14	7 se	George H. Fincout, Port Arthur, Ont.
126237	J. G. Cox	Victoria	1908	Victoria, B.C	44 0	8 0	4 0	10	5	7 se	Edward B. Marvin, M.O., Victoria, B.C.
126332	Porcher	Vancouver	1909	Vancouver, B.C.	28 5	7 6	3 0	7	5	1 se	Ernest Easthope, Vancouver, B.C.
126336	Sadie Hiltz	"	1909	"	38 7	10 1	3 9	17	12	3 se	Philip Hiltz, Vancouver, B.C.
126334	Skwala	"	1909	"	92 7	19 2	5 0	165	104	6 pa	The Rat Portage Lumber Co., Ltd., St. Boniface, Man.
126138	Strathlorne	Halifax	1909	Mahone Bay, N.S	94 4	20 2	8 9	135	81	24 se	Halifax and Inverness Steamship Co., Ltd., Halifax, N.S.
† *126271	Velma W	New Westminster	1902	Whatcom, U.S.A	39 4	8 8	3 6	11	8	3 se	John Broder, New Westminster, B.C.

† Purchased from Foreigners. * Formerly "Welcome."

TABLE II.—SAILING VESSELS REGISTERED—NAVIRES A VOILES ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig — Gréement.	Built—Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
126333	E.C.E. No. 12	Vancouver	Scow—Chd.	1906	Vancouver, B.C.	77 5	27 0	7 3	153	George Coleman, Vancouver, B.C.
†122551	Kingsford	Collingwood	Dredge—Drague	1895	Buffalo, N.Y., U.S.A.	85 7	30 0	8 2	270	Charles S. Boone, Toronto, Ont.
122033	Laura E. Melanson	Weymouth	Schr—Glt	1908	Plympton, N.S.	88 0	26 0	8 0	100	Dennis J. Melanson, Gilberts Cove, N.S.
126025	Pan Jam	Sydney	Scow—Chd.	1907	North Sydney, N.S.	101 4	28 2	6 2	41	Hugh McDonald, Sydney, N.S.
72316	Pansy	Parrsboro	Schr—Glt.	1877 / 1899	Canning, N.S. / "	73 8	26 3	6 8	76	William A. McGrath, Parrsboro, N.S.
126337	V.T.B. 6	Vancouver	Scow—Chd.	1909	Vancouver, B.C.	83 6	30 4	8 2	183	Vancouver Tug & Barge Co., Ltd., Vancouver, B.C.
126338	Vic No. 3	"	"	1909	"	62 8	18 3	2 8	61	Charles H. Cates, North Vancouver, B.C.
†122552	Wingfield	Collingwood	Dredge—Drague	1895	Buffalo, U.S.A.	73 0	26 0	7 3	191	Charles S. Boone, Toronto, Ont.
126238	Yakata	Victoria	Barge—Chd	1908	Victoria, B.C.	56 0	12 0	2 8	12	Jenkichi Nishimoto, Victoria, B.C.

† Purchased from Foreigners.

TABLE III.—STEAMERS, REGISTERS CLOSED—VAPEURS, REGISTRÉS CLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la clôture du registre.	Date of Loss, &c. — Date de la perte, etc.
.....	Hero	Hamilton.....	37	Supposed to be out of existence.	
126079	John P. Douglass.....	Vancouver..	149	Burnt.....	5th January, 1909.
92596	L. Boyer.....	Halifax.....	49	Broken up.	
107092	Lapwing.....	New Westminster.....	98	Dismantled.	
121923	Otranto.....	Quebec.....	24	Lost.	26th November, 1908.
.....	Pieton.....	Montreal.....	502	Burnt.....	21st September, 1907.
116268	Rheata.	Midland.....	18	"	15th October, 1907.
111857	Santa Cruz.....	Owen Sound.....	97	Broken up.	
80774	Tecumseh	Sarnia	530	Burnt.....	December, 1908.
75538	Varennes.....	Montreal.....	228	Broken up.	
	10 Vessels	.....	1,732		

TABLE IV.—SAILING VESSELS, REGISTERS CLOSED—NAVIRES A VOILES REGISTRÉS CLOS.

Official Number. — Numero officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la clôture du registre.	Date of Loss, &c. — Date de la perte, &c.
111750	Arabia.....	Lunenburg	80	Transferred to St. Johns, Newfoundland.	
92747	Bobs.....	Parrsboro.....	97	Wrecked	7th December, 1908.
85438	Canning Packet.....	Annapolis Royal.....	98	Broken up.	
75691	Esperance en Marie.....	Quebec.....	23	"	
83196	Ethel Blanche	Pictou, N.S... ...	17	"	
111411	Grilse.....	"	38	Transferred to St. Johns, Newfoundland.	
112109	Hispaniola.....	Lunenburg	91	" " "	
121902	M. A. Nickerson.....	Barrington.....	37	" " "	
	8 Vessels	.....	481		

(OFFICIAL COPY.)

April, 1909.

SUPPLEMENT TO LIST OF VESSELS, 1908

Lists of Ships (distinguishing Steam and Sailing Ships) belonging to the Dominion of Canada, reported to the Department of Marine and Fisheries in respect of their Registry during the month of January, 1909.

A.—Ships for which Registers were opened ;

B.—Ships whose Registers were closed in consequence of their having been wrecked, &c.

G. J. DESBARATS,
Acting Deputy Minister of Marine and Fisheries.

TABLE I.—STEAMERS REGISTERED—VAPEURS ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner and Address. — Armateur ou propriétaire gérant et adresse.
126121	Boothby	Vancouver	1909	Vancouver, B.C.	46 0	11 6	4 4	27	18	10 sc	Vancouver Power Co., Ltd., Vancouver, B.C.
122609	Daughter of the Peaks.	Kenora	1906	Minnewanka, Alta.	50 0	9 0	5 0	13	9	6 sc	John Standly and William D. Watson, J. O. Bankhead, Alta.
122610	Gordon McDonald	"	1908	Simcoe, Ont.	42 0	12 0	3 6	20	14	2 sc	Keewatin Lumber Co., Ltd., Keewatin, Ont.
126422	Gray Lady	Vancouver	1909	Vancouver, B.C.	38 3	10 4	5 4	20	13	3 sc	Edward A. C. Studd, Vancouver, B.C.
*126222	Ida E	Sarnia	1887	Oskosh, Wis., U.S.A.	121 6	25 5	7 6	285	136	10 sc	Grant G. Horne, Wolfe Island, Ont.
126358	Loup Garou	Montreal	1908	Tetreaultville, Que.	53 5	11 4	6 4	23	16	5 sc	Charles O. Clark, Westmount, Que.
126267	Lowmoor	Toronto	Unkn'wn	Unknown	47 0	9 5	7 0	15	10	20 sc	Fred'k H. Gooch, Toronto, Ont., and Jos. Laurendeau, Montreal, Que.
122607	Northland Light	Kenora	1907	Athabaska Landing Alta	122 0	22 0	4 5	148	94	5 sc	Northern Transportation Co., Ltd., Athabaska Landing, Alta.
122608	Northland Sun	"	1907	" "	103 0	17 0	4 5	132	83	3 pa	Northern Transportation Co., Ltd., Athabasca Landing, Alta.
*107426	Samuel Marshall	Brockville	1888	Grand Haven, Mich., U.S.A.	198 0	33 4	14 6	772	540	72 sc	The Central Canada Coal Co., Ltd., Brockville, Ont.
126269	Shanly	Toronto	1908	Parry Sound, Ont.	53 5	14 5	6 2	50	19	4 sc	The Parry Sound Lumber Co., Ltd, Toronto, Ont.
126339	Totem	Vancouver	1909	Vancouver, B.C.	45 2	12 0	5 9	25	17	5 sc	The Packers Steamship Co., Ltd., Vancouver, B.C.
126340	Marvel S	"	1909	"	33 0	9 4	4 5	13	9	1 sc	William J. Smith, Vancouver, B.C.

* Purchased from Foreigners.

TABLE II.—SAILING VESSELS REGISTERED—NAVIRES A VOILES, ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
†126127	Bertie Calkins	Kingston	Schr—Glt	1874	Two Rivers, Wis., U.S.A	134 4	27 2	9 3	227	William T. Simmons, Kingston, Ont.
126119	Carrie L. Hirtle	Lunenburg	"	1909	Lunenburg, N.S.	101 2	25 3	10 4	99	C. Aubrey Anderson, M.O. *et al.*, Lunenburg, N.S.
126391	Edith Marguerite	"	"	1909	La Have, N.S.	95 3	26 0	10 5	95	Freeman Himmelman, M.O. *et al.*, Riverport, N.S.
†126223	Guido	Sarnia	"	1856	Manitowoc, Wisconsin, U.S.A.	114 9	24 9	7 3	95	William G. Atkinson, Whitby, Ont.
†*126126	J. Tolmie	Kingston	"	1874	Chicago, Ill., U,S.A.	130 2	27 0	9 2	227	Grant Horne, Kingston, Ont.
126037	Percy C.	Liverpool	"	1909	Liverpool, N.S.	91 0	23 7	9 9	99	W. F. West, Liverpool, N.S.
126120	Warren G. Winter	Lunenburg	"	1909	Lunenburg, N.S.	98 2	25 6	10 5	95	Freeman Anderson, M.O. *et al.*, Lunenburg, N.S.

* Foreign name "Clara."
† Purchased from Foreigners.

TABLE III.—STEAM VESSELS, REGISTERS CLOSED—VAPEURS, REGISTRES CLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la cloture du registre.	Date of Loss, &c, — Date de la perte, etc.
121917	Alma V.	Kenora	38	Dismantled	
78026	W. E. Gladstone	Owen Sound	30	Lost at Lions Head, Ont	3rd November, 1908.
122215	Wenonah	Toronto	3	Burned	15th September, 1908.
	3 Vessels		71		

TABLE IV.—SAILING VESSELS, REGISTERS CLOSED—NAVIRES À VOILES, REGISTRÉS CLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la cloture du registre.	Date of Loss, &c. — Date de la perte, etc.
90479	E. A. O'Brien	Maitland, N.S.	1,037	Condemned at Barbados	
83318	Genesta	Charlottetown, P.E.I.	29	Transferred to St. John's, Newfoundland	
100266	Luarca	Windsor, N.S.	632	Lost	2nd April, 1909.
92742	Mary E.	Sackville, N.B.	99	Wrecked at Machiasport, Me., U.S.A.	14th April, 1909.
103261	Rowena	St. John, N.B.	96	Wrecked at Libby Island, Me., U.S.A.	30th Oct., 1908.
	5 Vessels		1,893		

FORTY-FIRST ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES

1907-8

FISHERIES

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1908-9

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, *Viscount Howick, Baron Grey of Howick, a Baronet, G.C.M.G., &c., &c., &c., Governor General of Canada,*

May it please Your Excellency:

I have the honour to submit herewith, for the information of Your Excellency and the legislature of Canada, the Forty-first Annual Report of the Department of Marine and Fisheries, Fisheries Branch.

I have the honour to be,

Your Excellency's most obedient servant,

L. P. BRODEUR,

Minister of Marine and Fisheries.

Department of Marine and Fisheries,

Ottawa, November, 1908.

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1907-8

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DEPUTY MINISTER'S REPORT

To the Honourable L. P. Brodeur,
Minister of Marine and Fisheries.

Sir,—I have the honour to submit the annual Fisheries Report of this department for the fiscal year ending on March 31 last. There are embraced in this report the customary statements of expenditure and revenue, and the several reports of the district inspectors of fisheries, together with reports on work of the fish hatcheries operated under Dominion auspices in the various provinces, fishery protection service, &c. A review of the fishing bounty system during the fiscal year, and condensed summaries follow of the Fishery Commissions in British Columbia, Western Ontario (Georgian Bay and North Channel) and in the Bay of Fundy waters, the last-named having in hand the investigation of the shad fisheries of Nova Scotia and New Brunswick. These commissions have either already completed their work and submitted their reports and recommendations, or are on the eve of doing so. References to the work of the three biological stations, whose researches are conducted under the Dominion Commissioner of Fisheries, are also given, but full reports on the results achieved will be published in separate form as Part III. of the Contributions to Canadian Biology, of which Part I. and Part II. have already been issued.

Two special reports, it may be added, by Professor E. E. Prince, Commissioner of Fisheries, are appended to this report, the subjects treated being: 'The Life-history and Movements of the Cod, Haddock, Mackerel and Halibut,' and 'The Migrations of Sea Fish, with some results of marking fish.'

There are 16 appendices which follow this report in the following order:—

No. 1. Fishing Bounties.
2. Fisheries, Expenditure and Revenue.
3. New Brunswick Fisheries.
4. Prince Edward Island Fisheries.
5. Nova Scotia Fisheries.
6. Quebec Fisheries.
7. Ontario Fisheries.
8. Manitoba Fisheries.
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10. Alberta Fisheries.
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12. Arctic Regions.
13. Fish Breeding Operations.
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16. List of Fishery Officers (outside staff).

BAY OF FUNDY SHAD COMMISSION.

The serious decline and threatened extinction of the valuable shad fisheries of the Bay of Fundy and connected waters have aroused widespread attention in the maritime provinces. Petitions and representations have been made to the honourable the Minister of Marine and Fisheries which culminated in an important meeting in the hall of the Legislative Council, Provincial Buildings, Halifax, N.S., on Wednesday, March 1, when Professor Prince was invited to be present. The chair was occupied by the Hon. M. H. Goudge, president of the council, and there were present Hon. C. N. Cummings, Hon. W. T. Pipes, Hon. B. F. Pearson, Dr. Kendall, Hon. A. M. Gidney, Mr. S. F. Morrison and other prominent men, and the value of the shad industry, and the salmon fisheries in the same waters, was emphasized. As a result of that meeting a commission was appointed, consisting of Professor Prince, Commissioner of Fisheries, Mr. S. F. Morrison, Folly Village, N.S., and Mr. Simon Melanson, Moncton, N.B., and a series of thirty-two sittings has been arranged at Digby, N.S., Annapolis, Scott's Bay, Wolfeville, Windsor, East Noel, Noel, Maitland, Shubenacadie, Elmsdale, Halifax, Stewiacke, Folly Village, Great Village, Bass River, Amherst, Minudie, Wood Point, Truro, Pré d'en Haut, Moncton, Salisbury, Alma, Riverside, St. John, Hampton, Lorneville, Dorchester, Gardners Creek, and St. Martins. A thorough inquiry will be carried out and an exhaustive report with recommendations, will be made at the close of the sittings during the present year.

GEORGIAN BAY FISHERY COMMISSION.

This commission, consisting of Professor E. E. Prince, as chairman, and Mr. John Birnie, K.C., and Mr. James Noble, as commissioners, concluded its sittings, and early in the year met in Ottawa, completed its report, which was duly signed by the three members of the commission, and submitted to the honourable the minister to be laid on the tables of the House of Commons. The report as issued consists of about 60 pages, and includes two appendices, viz.: an interim report, presented early in the previous year on a proposed game fish preserve in Georgian Bay; and a special report on the Squaw Island fishery grievances; and a map is appended graphically showing the large amount of gill-nets set at the present time in Georgian Bay waters.

Such general interest was excited by the very successful work of the commissioners that their duties were added to by being required to investigate the waters of Lake Erie, including the Detroit river, St. Clair river and lake, Thames river and Niagara river waters. Nearly twenty additional sittings were arranged to comply with these instructions, and during the summer of 1908 the whole of the fisheries will be inquired into, concluding at Fort Erie and Niagara Falls, before the close of the fishing season. A voluminous report has been already partly prepared based on the evidence taken on Detroit river, and westward of Lake Erie, embracing the fish and fisheries of Lambton, Essex, Kent, Elgin and Norfolk counties. The concluding investigations and sittings for taking evidence from fishermen and others from Norfolk county east to Welland, will be followed in the fall by the preparation of a valuable and elaborate report on the whitefish, lake herring, pickerel or pike-perch, sturgeon and coarse fish fisheries of the waters referred to, and the question of fish-culture as carried out in Canada

and in the several states bordering on Lake Erie will be discussed at length. The report and recommendations will be embodied in a report to be presented as early as possible next year.

BRITISH COLUMBIA FISHERIES COMMISSION.

In the Fisheries Report for 1907 and for 1906, the work of this large commission was referrred to with some amount of detail, and it remains only to say that the great labours undertaken in accordance with the terms of the order in council, dated July 22, 1905, and covering more than two years ended with the publication of the commission's report early in the year 1908. It is the most elaborate and inclusive report on the Pacific fisheries of Canada ever published and no phase of these famous and valuable industries is omitted. It is not too much to say that the commission's report will stand as a book of reference in all future studies into or inquiries about the British Columbia salmon, deep-sea and inshore fisheries. The commissioners were Professor E. E. Prince, Dominion Commissioner of Fisheries, Ottawa, chairman; Messrs. Campbell Sweeney, John C. Brown, Richard Hall, J. P. Babcock and Rev. G. W. Taylor, with Mr. J. Charles McIntosh as secretary, and their report, after giving details of the appointment of the commission, particulars of the sittings, and the conferences with the authorities in Washington State, U.S.A., treats of the following subjects:—

Recent developments affecting British Columbian salmon industry:—

1. United States drain on the Fraser river salmon supply.
2. Washington State canneries and Puget Sound fishing.
3. Alaskan fisheries.
4. Cheapness of Alaska fish, and abundance.

Dependence of Washington State salmon industry on Fraser river.

Difficulties confronting British Columbian salmon industry:—

(*a.*) Increase in number of canneries.
(*b.*) Salmon curing, freezing and other industries, increase price and demand for raw material (fresh salmon).
(*c.*) Scarcity of labour, white, Indian and Chinese.
(*d.*) Fluctuation in supply of salmon.
(*e.*) Japanese in British Columbia.

Growth of British Columbian fisheries.

Opening of foreign and other markets.

Government brand, Desirability of:—

(*a.*) Salmon brand.
(*b.*) Herring brand.

Fish offal question.

Hecate Straits question.

Obstruction to the ascent of salmon, &c., in rivers and other waters.

Better fishery police patrol service.

Fishery leases.

Salmon fishing and canning licenses.

Salmon trap-net question.

Oyster and clam leases and licenses.
Steam trawling in British Columbia waters.
Export of certain fish.

General review of fish and fisheries of the province:—Trout and angling—Halibut—Oulachon—Herring—Sturgeon—Smelt, pilchard, anchovy, shad and sardine—Cod—Black cod—Cultus cod, Red cod, &c.—Oyster—Clam—Abalone—Dogfish—Whaling.

Indian claims—Hatcheries—Planting lobsters, oysters, &c.—Seals—Statistics—Necessity of revision of British Columbian laws.

The recommendations cover no less than forty-three or forty-four separate subjects, which may be briefly summarized as follows:—

General Subjects—

Foreign fishing vessels in territorial waters.
Use of fish for manure and oil.
Observance of weekly close time for fish.
Increased fine of $250 to be provided.
Purse seines to be used for salmon fishing only.

Salmon Industry—

Fraser river.
Northern rivers and inlets.
Vancouver Island rivers.

Inshore Fisheries—

Herring.
Cod.
Rock cod.
Oulachon, smelt, &c.
Sturgeon.
Pilchard, &c.
Black cod.

Deep-sea Fisheries—

Halibut.
True cod.
Black cod or skill.

Shell Fish Fisheries.

Oyster.
Clam.
Abalone or ear shell.

Crab Fishing, etc.—

Crabs.
Prawns, &c.

River and Lake Fisheries—

Settlers' and farmers' fishing operations.
Angling and sport fishing.
Indian fishing claims.

Whaling Industry—

Licensed whale factories.
Whale supply.
Protective measures.

Miscellaneous Fishery Matters—

Fish offal and inspection of canneries.
Utilization of dog-fish and other oil producing fish.
Territorial jurisdiction on Pacific coast.
Obstructions on rivers, &c.
Improved river and sea police patrol.
Fishery leases.
Fishing and canning licenses.
Trap-net question.
Oyster and clam leases.
Steam trawling question.

Hatcheries and Improvement of Fish Supply—

Extension of fish culture.
Planting of lobsters and eastern oysters.

To these recommendations the whole of the six commissioners appended their names, a very remarkable evidence of thorough work, and exhaustive discussion, when the vastness of the field covered and the variety of conflicting interests is considered.

Two of the commissioners appended a minority report, dealing with some special phases of the salmon fisheries, while one of the commissioners stated his dissent on two or three matters, these minority views being appended to the main report.

A new code of British Columbia fishery regulations has been legalized based on the commission's recommendations, and following the lines of the draft regulations forming Appendix D of the main report. The commission condensed its information and its conclusions in a report of about 112 pages, including a very full index of seven pages and the whole forms a publication of unique value and national moment.

BIOLOGICAL STATIONS.

MARINE BIOLOGICAL STATION OF CANADA.

The movable wooden station which for ten years has been the centre of Canadian fishery researches on the Atlantic coast has this year been replaced by a permanent station at St. Andrews, New Brunswick. For the season of 1908 Professor D. P. Penhallow consented to take charge and superintend the building operations. Pro-

fessor McBride, Professor McMurrich, Dr. Stafford and a large staff of biological experts form Dr. Penhallow's research reorganization, and with the completion of the fine buildings projected Canada will possess a station for fishery investigation not excelled by that of any other country.

A series of highly important and pressing problems relating to the fisheries has been decided upon as subjects for study and for solution during the year, and if the buildings are sufficiently completed and equipped to allow of the staff conducting these researches a fruitful season is anticipated. Part of the summer will be spent on the Prince Edward Island oyster beds supplementing the work carried on by the station when it was located at Malpeque. The movable station on its scow was to have been taken to Seven Islands; but it is at present at Grand Valley on the Gaspé peninsula, after being located for two years in Gaspé Basin in accordance with the course adopted by the Biological Board, since the operations of the institution started nine years ago. At each site, to which this movable scientific laboratory has been towed, the rule has been observed to devote at least two years to the thorough investigation of the locality, the first year being usually occupied with what may be called a preliminary survey of the faunistic peculiarities of the neighbouring waters, while the second year has been devoted to special detailed problems, and the carrying on of marine researches bearing directly on the more vital fishery questions characteristic of the locality. Dr. Stafford, the energetic curator of the station, who had officially reported that he had had 'a good year' during the first season, especially in discovering the distribution of the vertebrate and invertebrate life in the waters of Gaspé Basin, and in the Gulf of St. Lawrence outside, followed up his faunistic investigations, and added substantially to the list of animals inhabiting the Atlantic waters of Canada, the first portion of which list has been for some time in the press, but has not yet been issued. The abundance of important food-fishes directly depends upon the plenitude or the paucity of the living organisms which constitute the characteristic fauna of each inshore or deep-sea area. Hence the great importance of a thorough faunistic survey in each locality along the coast. Professor A. P. Knight, of Queen's University, Kingston, who has been most assiduous in his attendance at the station almost continuously since the foundation of the institution in 1898, and whose letter addressed to the Royal Society in 1895 may be said to have originally initiated the movement for a marine laboratory for fishery and allied scientific investigations, devised a series of valuable and interesting experiments on the relative merits, or comparative attractiveness, of various kinds of bait. The effectiveness, in carrying on fishing operations, of fresh and of frozen bait has been under discussion by practical men for many years, and the carrying out by the Dominion government of a fishermen's bait--freezer scheme, during the past few seasons along the Atlantic shores, has intensified the interest of the controversy; hence the necessity of an exact and unbiased investigation such as that carried out by Dr. Knight, at the Biological station at Gaspé, last season. The results of the research have not yet been published, but the report in preparation will be of unique interest, and certainly of exceptional practical value, when it is issued, in a forthcoming part of the 'Contributions to Canadian Biology,' under which title the researches of the station staff are published. Professor MacBride had hoped to return from England in time to have taken part in

the work at Gaspé last year, but this proved impossible, and the director, Professor Prince, and the assistant director, Professor R. Ramsay Wright, were detained by pressing duties, so that neither of them could take part in the investigations carried on. Amongst the staff of workers, in addition to Dr. Stafford, lecturer upon zoology in McGill University, Montreal, were several senior and junior students, with distinguished records in science in McGill University.

At the meeting of the Biological Board in Ottawa last May, the important recommendation of the British Columbia Fisheries' Commission, of which Professor Prince, as Dominion Commissioner of Fisheries, is chairman, was brought up, urging that a biological station be established on the Pacific coast. The fishery problems in British Columbia waters, are many and pressing, and the board decided to take steps in that direction desired by the commission. The board had the advantage of a conference with one of the British Columbia Commissioners and a distinguished Fellow of the Royal Society, the Rev. George W. Taylor, of Wellington, Nanaimo, B.C., who aided the board materially in considering the question. Inasmuch as United States' biologists have, for many years, resorted to the rich waters of British Columbia for biological research and have carried off great stores of most valuable scientific material, and as one United States' marine station has been equipped and has carried on work, on the west coast of Vancouver Island, for a number of years past, the urgency of an adequately equipped station, under the auspices of the Dominion government, requires no supporting argument. Nowhere else on the North American continent is there a field so prolific and so inviting as these unparalleled waters of the great Pacific province of Canada. It is satisfactory to know that the project has the hearty sympathy and support of the Honourable Mr. Brodeur, Minister of Marine and Fisheries, and there is every certainty that provision will be made by the Dominion government for the building of a station and its appropriate equipment.

It may be added that, during the summer of 1907, the Atlantic station was moved to the north shore of the St. Lawrence, near Seven Islands, where the whaling operations, carried on, will afford valuable material for study, and the work of the whaling depot can be studied with a view to estimating the effects upon the whale supply, and the best measures for preserving and developing an industry so valuable and important.

PACIFIC COAST BIOLOGICAL STATION.

An admirable site for a biological station in British Columbia was selected by Professors Prince and Ramsay Wright when they were on the Pacific coast in the fall of 1907. A very distinguished zoologist long resident on the Pacific coast, the Rev. George W. Taylor, had long urged that a station should be built on the shore of Departure bay, near Nanaimo. Through the kindness of Mrs. Dunsmuir and the generous offices of His Honour the Lieutenant Governor of the province, a parcel of land was secured on nominal terms which with the additional site secured, provides a site which could not be surpassed. The waters, rich in fish and marine life, are close by the site where the buildings of the laboratory are to be erected and completed this year, and already a staff of workers from eastern and western Canada have signified

their intention of carrying on investigations bearing on the fisheries as soon as accommodation is provided. The hope of those interested in the advance of fishery knowledge and expansion of the fisheries will be soon realized. As was said in a presidential address to the Biological Station of the Royal Society of Canada (Trans. R.S.C., Vol. I., 3rd Series 1907-8).

'The project for a marine biological station for British Columbia has never been allowed wholly to remain in abeyance, and enthusiastic scientists have never ceased to harbour the hope that the Dominion government would realize the necessity of scientific investigation in the Pacific waters as appropriately as they did on the Atlantic coast.'

The results of the first season's work at the splendid British Columbia station will be included in the separate biological report already referred to.

GEORGIAN BAY BIOLOGICAL STATION.

This station, which is now conducted under the Biological Board did some interesting work last year, under the able curatorship of Dr. B. Arthur Bensley. The fishery researches commenced on the 2nd of July, and the following naturalists took advantage of the station for investigations, viz.:—

Mr. J. W. Firth, B.A., Mr. W. A. McCubbin, and Mr. P. I. Bryce, the latter two students of the University of Toronto.

The special work was conducted according to the suggestions made by the director, Professor Prince, at the beginning of the season and, with the exception of certain questions on pound-and-drift-nets in connection with which the staff were unable to obtain material, good results were secured.

A small sum of money was paid to a regular fisherman for the privilege of examining all of the fish taken from his nets and of taking samples when necessary. In this way measurements of the whitefish and lake trout taken in gill nets of the regular mesh were made, also the condition of the fish observed when brought to the surface; and the effect of injuring or scaling of live fish in the nets. In order to facilitate this work a special net was procured made up of small lengths of different mesh. It was found, however, that parts of the net were not properly hung for fishing these waters and there was not sufficient time to remodel the net and continue operations.

It was arranged for Mr. Firth to obtain samples of whitefish for experiments on their keeping qualities when taken from shallow or deep water. Several trials were made for deep-water fish; but it was not possible to obtain shore whitefish on account of the lateness of the season for comparison with deep-water whitefish. Mr. Bryce undertook two visits to the southern end of Georgian Bay for the collection of carp for food examination. About forty fish were taken for this purpose.

It was not possible to obtain access during the summer to localities where pound nets are operated; but experiments were made to show the behaviour of different kinds of shore fishes when entrapped and the sizes of mesh necessary to allow of their escape, and reports are being prepared.

During the summer there were completed some repairs and improvements to the buildings. The station house which had been damaged by wind storms was straightened and a verandah added to each end. The whole structure was firmly guyed to the rock in order to prevent further possible damage from the same source. A permanent dock 12×20 feet was constructed at the boathouse to replace the former float. The small building formerly used as a storeroom was sheeted inside and made water tight to serve as a library. A new building 10×20 feet was constructed on a scow belonging to the station to serve as a floating laboratory for work in other parts of the bay. This building contains a small laboratory room 10×10, a small kitchen 6×10 and two closets. Several minor improvements were made in the main laboratory and all five buildings of the station were painted.

A gasoline engine of 1½ horse power was added to the equipment and installed in the larger of the two rowboats belonging to the station. On the whole a successful and profitable season was completed at the institution.

GENERAL STATISTICS *RE* FISHERIES.

EXTENT OF CANADIAN COAST.

The fisheries of Canada are the most extensive in the world, extending over an immense sea coast line, besides innumerable lakes and streams.

The eastern sea coast of the maritime provinces from the Bay of Fundy to the Straits of Belle Isle covers a distance of 5,600 miles, which is more than double that of Great Britain and Ireland. The salt water inshore area, not including minor indentations, covers more than fifteen thousand square miles, without the numerous lakes in Manitoba and other western districts, all stocked with excellent species of food fish.

FISHERIES EXPENDITURE AND REVENUE.

The statement of the total expenditure for the different services connected with the fisheries of Canada during the fiscal year ending March 31 last, forms Appendix II. of this publication, page 30.

The total fisheries expenditure amounts to $956,196, subdivided as follows:—Fisheries proper, $157,874; fish-breeding, $235,660; fisheries protection service, $225,280; miscellaneous expenditure, $181,267, and also $156,114 distributed as fishing bounties.

The total amount received as revenue from fishing licenses, fines, &c., during the same period in the different provinces of Canada was $90,686. This sum includes $10,000 received from the United States fishing fleet as *modus vivendi* fees. (See statement p. 39 of this report).

A comparative statement of all expenditure and revenue for the last eighteen years concludes Appendix No. 2.

Fuller details of the different fishery expenditures will be found in the Auditor General's report under their different headings.

BOUNTIES FOR FISHING.

The deep-sea fishermen of the maritime provinces received the sum of $156,114 as bounties on their respective catches of sea fish for the season of 1907.

Of this amount the owners of 927 fishing vessels and their crews received $61,785. The balance, $94,329, was distributed amongst 20,520 boat fishermen.

For the year 1907, the province of Nova Scotia received $93,381; Quebec, $36,102; New Brunswick, $16,454, and Prince Edward Island, $10,175.

Since its inception (1882) the sum of $4,105,815 has been distributed to the deep-sea fishermen of the above named maritime provinces to better enable them to develop their industry.

The regulations governing the payment of such fishing bounties as well as the particulars respecting their distribution forms the first appendix of this publication.

VALUE OF THE FISHERIES OF CANADA.

The whole catch of fish in our waters by Canadians, including fish products, seals, &c., during the season of 1907, comprising the winter fishing of 1908 to March 31, is valued at *twenty-five million and a half dollars*. This is a falling off of three-quarters of a million dollars, as compared with the production of 1906.

As noticed in the following table, the handsome increases in New Brunswick, Prince Edward Island and Ontario are more than counterbalanced by the decreases in other provinces, British Columbia more than accounting for the deficiency.

The following table shows the total value of the fisheries of each province in their respective order of rank with the increase or decrease as compared with the year 1906:—

Provinces.	Value of Fish.	Increase.	Decrease.
	$	$	$
Nova Scotia	7,632,330	.....	166,830
British Columbia	6,122,923	.....	880,424
New Brunswick	5,300,564	395,339	.....
Quebec	2,047,390	.....	127,645
Ontario	1,935,025	200,169	.....
Prince Edward Island	1,492,695	323,756	.....
Manitoba, Saskatchewan, Alberta	968,422	.....	524,501
Totals	25,499,349	919,264	1,699,400
Net decrease	.....	.....	780,136

The most important fluctuations is the decline noticed in British Columbia, attributed chiefly to the shortage in the salmon run on the Pacific coast.

The falling off in the inland western provinces of the Dominion is even more pronounced than last year. The question of facilities for reaching profitable markets for fish in the great west is a very important factor to the producer.

The various features in the fisheries of each province are fully treated by the different inspectors of fisheries in their reports, forming the appendices numbered three to twelve.

The following statement shows the relative values of the principal kinds of the commercial fishes above $100,000 for the year 1907, as compared with those of previous year:—

Kinds of Fish.	Value.	Increase.	Decrease.
	$	$	$
Salmon	5,014,446		842,314
Lobsters	4,084,122	661,195	
Cod	3,619,818	148,632	
Herring	2,073,756		630,840
Mackerel	981,506		388,222
Halibut	841,387	157,547	
Haddock	799,230	32,334	
Smelts	775,866	350,235	
Whitefish	688,466		218,293
Trout	676,892		114,575
Sardines	665,597	150,681	
Pickerel	586,489		126,948
Hake	568,993	184,502	
Clams, quahaugs, &c	458,780	60,146	
Pollock	113,165		17,815
Pike	294,738	90,122	
Oysters	183,993		10,862
Alewives	131,351		8,338
Sturgeon	122,321		18,414
Eels	116,478		11,759

The quantity of fish used as bait in the season of 1907 is valued at $518,022 and that as fish oil at $539,067.

The fur seal skins secured by the British Columbia pelagic sealers during the same period only amounted to $108,152; being a decrease of over $200,000. This season the capture, 94 sea-otters, realizing nearly $13,000, may be added to the fur industry of the western province.

Of the twenty kinds of fish yielding above $100,000 each, the number of increases and decreases are about equally divided.

Apart from salmon, which still heads the list with a value of $5,000,000, although showing a decrease of three- fourths of a million, the principal fluctuations are the large yield noticed in lobsters as well as the decline in herring of almost an equal value of over $600,000. The large increase of $350,000 in smelts is more than wiped out by the decline in the mackerel fishery.

There is a fair increase in cod, haddock, hake and halibut. A falling off is to be noticed in the yield of the two principal kinds in fresh water fish—whitefish and salmon trout.

The clam fishery, principally the variety known as quahaugs, shows a noticeable increase, of about $60,000.

The other changes in the value of fishes are of smaller importance.

From the year 1869 to 1907, inclusive, the five principal commercial sea-fishes have yielded the following value:—

Cod	$143,134,571
Salmon	101,804,665
Lobsters	87,375,675
Herring	77,343,921
Mackerel	48,398,478

EXPORT OF FISH.

During the last fiscal year ended March 31, 1908, the fish and fish products, including marine animals, exported from Canada to foreign countries, chiefly to the United States and Great Britain, amounted to $13,906,567.

RECAPITULATION.

OF the Yield and Value of the Fisheries of the Dominion of Canada for the Year 1907.

Number.	Kinds of Fish.		Quantity.	Value.	Total.
				$	$
1	Cod, dried	Cwt.	693,955	3,372,516	
2	" fresh or green	Lb.	6,895,900	230,612	
3	" tongues and sounds	Brls.	1,669	16,690	
					3,619,818
4	Haddock, dried	Cwt.	75,002	261,699	
5	" fresh	Lb.	12,601,365	378,041	
6	" smoked (finnan haddies)	"	2,658,170	159,490	
					799,230
7	Hake, dried	Cwt.	183,560	524,148	
8	" sounds	Lb.	142,995	44,845	
					568,993
9	Pollock	Cwt.	137,725		413,165
10	Tom cod or frost fish	Lb.	1,977,225		59,317
11	Halibut	"	15,578,985		841,387
12	Flounders	"	1,391,670		41,750
13	Salmon, preserved in cans	"	26,043,538	3,280,728	
14	" fresh	"	9,218,879	945,222	
15	" smoked	"	447,380	47,686	
16	" pickled or dry salted	"	13,960,290	740,810	
					5,014,446
17	Trout (all kinds)	"	6,944,218		676,892
18	Ouananiche	"	42,000		4,200
19	Whitefish	"	8,853,660		688,466
20	Smelts	"	10,470,324		775,866
21	Oulachons	"	548,300		27,855
22	Herring, salted	Brls.	279,789	1,302,698	
23	" fresh	Lb.	35,074,657	546,002	
24	" smoked	"	7,170,210	198,737	
25	" kippered	"	263,190	26,319	2,073,756
26	Sardines, preserved in cans	"	5,700,000	285,000	
27	" fresh or salted	Brls.	253,000	380,597	665,597
28	Shad	"	5,230		54,336
29	Alewives	"	29,892		131,351
30	Pike	Lb.	5,677,730		294,738
31	Maskinongé	"	4,920		492
32	Eels, salted	Brls.	6,969	69,690	
33	" fresh	Lb.	779,800	46,788	116,478
34	Perch	"	1,258,482		61,694
35	Pickerel	"	7,589,302		586,489
36	Bass (achigan)	"	204,290	20,389	
37	" sea B	"	7,200	720	21,109
38	Mackerel, salted	Brls.	42,207	633,105	
39	" fresh	Lb.	2,903,340	348,401	981,506
40	Sturgeon	"	766,255	78,035	
41	" caviare or bladders	"	16,437	44,286	122,321
42	Lobsters, preserved	"	8,669,500	3,198,172	
43	" fresh or alive	Cwt.	97,490	885,950	4,084,122
44	Oysters	Brls.	27,299		183,993
45	Clams, quahaugs, scallops, &c	"			458,780
46	Squid	"	6,009		24,036
47	Coarse and mixed fish	"	16,788	33,576	
48	" "	Lb.		642,900	676,476
49	Fur seal skins in B.C.	No.	5,567		108,152
50	Hair seal skins	"	30,528		34,680
51	Sea otter skins	"	38		12,558
52	Beluga skins	"	56		224
53	Fish used as bait	Brls.	345,349		518,022
54	" fertilizer	"			217,987
55	Fish oil	Galls.			539,067
	Total value for 1907				25,490,349

RECAPITU

SHOWING the whole production of the Fisheries in the

Number.	Kinds of Fish.		Nova Scotia.		British Columbia.		New
			Quantity.	Value.	Quantity.	Value.	Quantity.
				$		$	
1	Cod, dried	Cwt.	400,112	2,000,560			80,922
2	" fresh or green	Lb.	5,580,400	167,412	744,900	41,434	202,800
3	" tongues and sounds	Brls.	1,101	11,010			336
4	Haddock, dried	Cwt.	66,906	234,171			4,906
5	" fresh	Lb.	11,056,065	331,682			1,486,200
6	" smoked (finnan haddies)	"	2,549,870	152,992			108,300
7	Hake, dried	Cwt.	126,400	375,789			46,242
8	" sound	Lb.	75,408	18,852			45,784
9	Pollock	Cwt.	111,845	335,535			25,860
10	Tom cod or frost fish	Lb.	172,800	5,184			1,678,000
11	Halibut	"	847,741	84,774	14,304,725	715,236	153,250
12	Flounders	"	723,670	21,710			668,000
13	Salmon, preserved in cans	"	10,170	1,526	26,028,768	3,278,512	4,600
14	" fresh	"	880,664	154,406	5,659,285	320,138	1,837,700
15	" smoked	"	14,280	2,856	417,900	41,790	15,200
16	" pickled and dry salted	"			13,846,800	732,305	
17	Trout (of all kinds)	"	169,920	16,992	212,300	21,230	186,400
18	Ouananiche	"					
19	Whitefish	"					5,600
20	Smelts	"	554,447	29,591	463,700	23,185	8,349,000
21	Oulachons	"			548,300	27,855	
22	Herring, salted	Brls.	84,890	412,587			159,560
23	" fresh	Lb.	7,020,370	79,204	19,346,500	193,465	2,186,000
24	" smoked	"	669,270	13,385	192,200	19,220	5,556,700
25	" kippered	"					263,190
26	Sardines, preserved in cans	Cans					5,700,000
27	" fresh or salted	Brls.					252,269
28	Shad	"	773	7,730	50	500	4,325
29	Alewives	"	9,579	38,316			19,743
30	Pike	Lb.					
31	Maskinongé	"					
32	Eels, salted	Brls.	2,816	28,160			3,287
33	" fresh	Lb.					
34	Perch	"					
35	Pickerel	"					42,200
36	Bass (achigan)	"	12,240	1,224			142,600
37	" sea B	"					
38	Mackerel, salted	Brls.	24,162	362,439			355
39	" fresh	Lb.	2,451,340	294,161			334,700
40	Sturgeon	"			100,000	5,000	9,500
41	" caviare and bladders	"					350
42	Lobsters, preserved	"	2,270,346	1,281,104			2,731,012
43	" fresh or alive	Cwt.	84,279	771,250			12,401
44	Oysters	Brls.	1,337	8,022	855	5,985	15,435
45	Clams, quahaugs, scallops	"	22,162	44,324		18,540	
46	Squid	"	4,938	19,752			1,071
47	Coarse and mixed fish	"					16,409
48	" "	Lb.		89,022		190,375	68,300
49	Fur seal skins in B.C.	No.			5,397	107,940	
50	Hair seal skins	"	170	212	5,160	2,970	84
51	Sea other skins	"			38	12,558	
52	Beluga skins	"					
53	Fish used as bait	Brls.	86,434	129,651			12,431
54	" " fertilizer	"	114,497	57,248		32,363	213,195
55	" oil	Galls.	195,019	58,566		332,322	58,805
	Totals			7,632,330		6,122,923	

LATION.

different Provinces of Canada for the year 1907-8.

Brunswick.	Quebec.		Ontario.		P. E. Island.		Manitoba, Saskatchewan and Alberta.		Number.
Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
$		$		$		$		$	
404,610	194,518	875,331			18,403	92,015			1
8,112	367,800	13,654							2
3,360	139	1,390			93	930			3
17,171	1,615	4,845			1,575	5,512			4
44,586	6,000	180			53,100	1,593			5
6,498									6
115,605					10,918	32,754			7
20,542					21,803	5,451			8
77,580					20	50			9
50,340	126,000	3,780			425	13			10
15,325	273,269	26,052							11
20,040									12
690									13
344,235	836,290	125,443			5,000	1,000			14
3,040									15
	113,490	8,505							16
18,720	186,950	18,695	5,980,828	586,873	22,820	2,282	185,000	12,100	17
	42,000	4,200							18
840	40,570	4,057	3,241,190	320,419			5,566,000	363,150	19
667,932	202,327	10,116			900,859	45,042			20
									21
716,790	17,398	78,291	1,065	10,650	16,876	84,380			22
21,860	1,422,800	14,228	4,881,387	244,069	217,600	2,176			23
151,091	592,040	11,841			160,000	3,200			24
26,319									25
285,000									26
378,404	731	2,193							27
44,920	82	1,186							28
90,755					570	2,280			29
	179,800	8,990	2,184,040	174,723			3,313,890	111,025	30
	4,920	492							31
32,870	128	1,280			738	7,380			32
	729,800	43,788	50,000	3,000					33
	142,800	7,140	1,033,682	51,684			82,000	2,870	34
2,954	132,350	13,235	3,192,252	319,225			4,222,500	251,075	35
14,220	49,450	4,945							36
	7,200	720							37
5,325	12,570	188,550			5,120	76,800			38
40,164	26,800	3,216			90,500	10,860			39
760	58,219	3,493	316,545	47,482			222,000	21,300	40
315			28,587	26,471			17,500	17,500	41
819,304	819,723	245,917			2,839,489	851,847			42
109,210	90	450			720	5,040			43
92,610					9,672	77,376			44
295,224	165	330				100,362			45
4,284	74	148			305	610			46
32,818									47
4,098	1,123,000	19,574	2,730,615	150,429			6,824,700	189,402	48
									49
105	25,281	31,605							50
	56	224							51
									52
186,472	83,105	124,657			51,495	77,242			53
107,825	35,452	17,726			2,825	2,825			54
17,641	423,076	126,923			12,250	3,675			55
5,300,564		2,047,390		1,935,02		1,492,695		968,422	

RECAPITULATION showing the Total Value of the Fisheries in the respective Provinces of Canada, from 1870 to 1907 inclusive, as compiled from the Annual Reports of the Department of Fisheries.

Year.	Nova Scotia.	New Brunswick.	Prince Edward Island.	Quebec.	Ontario.	British Columbia.	Manitoba Saskatchewan and Alberta.	Total for Canada.
1870	$ 4,019,425	$ 1,131,433	$ No data.	$ 1,161,551	$ 264,982	$ No data.	$ No data.	$ 6,577,391
1871	5,101,030	1,185,033	"	1,093,612	193,524	"	"	7,573,199
1872	6,016,835	1,965,459	"	1,320,189	267,633	"	"	9,570,116
1873	6,577,085	2,285,662	207,595	1,391,564	293,091	"	"	10,754,997
1874	6,652,302	2,685,794	288,863	1,608,660	446,267	"	"	11,681,886
1875	5,573,851	2,427,654	298,927	1,596,759	453,194	"	"	10,350,385
1876	6,029,050	1,953,389	494,967	2,097,668	437,229	104,697	"	11,117,000
1877	5,527,858	2,133,237	763,036	2,560,147	438,223	583,433	"	12,005,934
1878	6,131,600	2,305,790	840,344	2,664,055	348,122	925,767	"	13,215,678
1879	5,752,937	2,554,722	1,402,301	2,820,395	367,133	631,766	"	13,529,254
1880	6,291,061	2,744,447	1,675,089	2,631,556	444,491	713,335	"	14,499,979
1881	6,214,782	2,930,904	1,955,290	2,751,962	509,903	1,454,321	"	15,817,162
1882	7,131,418	3,192,339	1,855,687	1,976,516	825,457	1,842,675	"	16,824,092
1883	7,689,374	3,185,674	1,272,468	2,138,997	1,027,033	1,644,646	"	16,958,192
1884	8,763,779	3,730,454	1,085,619	1,694,561	1,133,724	1,358,267	"	17,766,404
1885	8,283,922	4,005,431	1,293,430	1,719,460	1,342,692	1,078,038	"	17,722,973
1886	8,415,362	4,180,227	1,141,991	1,741,382	1,435,998	1,577,348	186,980	18,679,288
1887	8,379,782	3,559,507	1,037,426	1,773,567	1,531,850	1,974,887	129,084	18,386,103
1888	7,817,030	2,941,863	876,862	1,860,012	1,839,869	1,902,195	180,677	17,418,510
1889	6,346,722	3,067,039	886,430	1,876,194	1,963,123	3,348,067	167,679	17,655,256
1890	6,636,444	2,699,055	1,041,109	1,615,119	2,009,637	3,481,432	232,104	17,714,902
1891	7,011,300	3,571,050	1,238,733	2,008,678	1,806,389	3,008,755	332,969	18,977,878
1892	6,340,724	3,203,922	1,179,856	2,236,732	2,042,198	2,849,483	1,088,254	18,941,171
1893	6,407,279	3,746,121	1,133,368	2,218,905	1,694,930	4,443,963	1,042,093	20,686,661
1894	6,547,387	4,351,526	1,119,738	2,303,386	1,659,968	3,950,478	787,087	20,719,573
1895	6,213,131	4,403,158	976,836	1,867,920	1,584,473	4,401,354	752,466	20,199,338
1896	6,070,895	4,799,433	976,126	2,025,754	1,605,674	4,183,999	745,543	20,407,425
1897	8,090,346	3,934,135	954,949	1,737,011	1,289,822	6,138,865	638,416	22,783,546
1898	7,226,034	3,849,357	1,070,202	1,761,440	1,433,632	3,713,101	613,355	19,667,121
1899	7,347,604	4,119,891	1,043,645	1,953,134	1,590,447	5,214,074	622,911	21,891,706
1900	7,809,152	3,769,742	1,059,193	1,989,279	1,333,294	4,878,820	718,159	21,557,639
1901	7,989,548	4,193,264	1,050,623	2,174,459	1,428,078	7,942,771	958,410	25,737,153
1902	7,351,753	3,912,514	887,024	2,059,175	1,265,706	5,284,824	1,198,437	21,959,433
1903	7,841,602	4,186,800	1,099,510	2,211,792	1,535,144	4,748,365	1,478,665	23,101,878
1904	7,287,099	4,671,084	1,077,546	1,751,397	1,793,229	5,219,107	1,716,977	23,516,439
1905	8,259,085	4,847,090	998,922	2,003,716	1,708,963	9,850,216	1,811,570	29,479,562
1906	7,799,160	4,905,225	1,168,939	2,175,035	1,734,856	7,003,347	1,492,923	26,279,485
1907	7,632,330	5,300,564	1,492,695	2,047,390	1,935,025	6,122,923	968,422	25,499,349
Totals	$262,576,078	$128,629,989	$36,945,339	$74,619,129	$45,015,003	$111,575,319	$17,863,181	$677,224,058

CAPITAL INVESTED IN THE FISHING INDUSTRY OF CANADA; NUMBER OF MEN EMPLOYED IN THE YEAR 1907.

During the fishing season of 1907, over 71,000 men were engaged in the fisheries of Canada, not including the thousands of persons employed in the lobster canning industry. These fishermen used nearly seven million fathoms of gill-nets and seines besides other fishing gear and fixtures, representing an aggregate capital of nearly fifteen million dollars. This is about a quarter million dollars over the total outlay of the previous season by a smaller number of fishermen.

The lobster plant alone is valued at over one million and a half, comprising all the equipment of nearly seven hundred canneries dispersed on the sea-coast of the maritime provinces as follows: Nova Scotia, 217; New Brunswick and Prince Edward Island, 184 each, and Quebec, 100.

This industry placed on the market nearly nine million cans of this preserved crustacean, besides about one million pounds disposed of alive or in a fresh state mostly in cities of the United States, both aggregating a value exceeding four million dollars.

The important branch of salmon preserving on the Pacific coast during the same period, consisting of seventy-five canneries, with all their equipments, valued at nearly two million dollars and giving employment to nearly 13,000 persons, produced over twenty-five million pounds of the preserved article, besides nearly as many pounds disposed of fresh or salted.

Not including the sealing fleet (which is still valued at $367,650), the remaining invested capital in other fishery industries is given at over two million and a half of dollars.

Only fifteen vessels of the sealing fleet were hunting seals during the 1907 season; securing 5,397 skins, valued at $107,940. Thirty-eight sea-otter skins were also secured at the same time.

RECAPITULATION

Of the Value of Fishing Implements, Vessels, Boats, Nets, &c., including all capital invested in Fishing Industry of Canada, 1907.

Provinces.	Fishermen.		Vessels.			Boats.		Nets and Seines.		Value of trap and pound-nets, weirs, &c.	Value of lobster plant.	Approximate value of freezers, fisheries and other fixtures, &c.	Total Value.
	Vessels.	Boats.	Number.	Tonnage.	Value.	Number.	Value.	Fathoms.	Value.				
					$		$		$	$	$	$	$
Nova Scotia	5,034	18,509	671	20,268	1,017,320	14,746	374,793	2,138,767	700,263	325,181	700,985	1,350,499	4,469,041
British Columbia	561	12,273	105	2,740	619,100	5,046	325,613	813,200	515,704	395,250	....	2,544,546	4,767,863
			† 36	2,500	348,358	† 165	2,946						
New Brunswick	1,307	13,012	343	4,804	169,170	7,801	305,079	892,655	428,098	422,949	380,424	626,735	2,332,455
Quebec	120	11,115	22	1,826	32,950	6,187	206,130	229,649	172,654	249,041	167,580	305,960	1,134,315
Ontario	725	2,455	‡ 149	2,780	387,620	1,448	134,625	2,038,694	283,684	157,941	....	135,533	1,099,403
Prince Edward Island	193	3,401	42	950	24,570	1,900	54,855	96,721	45,114	17,206	319,795	27,365	488,905
Manitoba	149	705	22	1,034	132,800	530	24,075	623,613	107,025	3,600	....	242,900	510,400
Saskatchewan	....	425	....	....	....	520	6,500	54,000	8,150	....	....	....	14,650
Alberta	....	1,270	....	....	....	265	2,580	43,990	6,030	....	....	950	9,560
Totals	8,089	63,165	1,390	36,902	2,731,888	38,711	1,437,196	6,931,284	2,266,722	1,571,168	1,568,784	5,234,488	14,826,592
	....	71,254	....	....	....	....	....	....	....	....	....	....	....

† Sealing fleet; other equipment, $16,346. ‡ Mostly tugs.

RECAPITULATION.

Statement of the Lobster Industry in Canada during the Season 1907–8.

Provinces.	Number of persons employed in Canneries.	Plant.					Catch.				
		Number of Canneries.	Value.	Number of Traps.	Value.	Total Value of Plant.	Number of Cans.	Value.	Fresh or alive.	Value.	Total value of whole catch.
			$		$	$	Lb.	$	Cwt.	$	$
Nova Scotia	3,254	217	209,980	636,400	491,005	700,985	2,270,346	1,281,104	84,279	771,250	2,052,354
New Brunswick	3,860	184	114,600	289,951	265,824	380,424	2,731,012	819,303	12,401	109,210	928,513
Prince Edward Island	2,655	184	112,935	305,990	206,860	319,795	2,839,489	851,847	720	5,040	856,887
Quebec	1,673	100	85,600	108,390	81,980	167,580	819,723	245,917	90	450	246,367
Totals	11,442	685	523,115	1,340,731	1,045,669	1,568,784	8,660,570	3,198,171	97,490	885,950	4,084,121

COMPARATIVE TABLE showing Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries of Canada, together with the Value of Fishing Materials employed, from 1880 to 1907.

Year.	Vessels.			Boats.		Value of Nets and Seines.	Value of other Fishing Material.	Total Capital Invested.
	No.	Tonnage.	Value.	No.	Value.			
			$		$	$	$	$
1880	1,181	45,323	1,814,688	25,266	716,352	985,978	419,564	3,936,582
1881	1,120	48,389	1,765,870	26,108	696,710	970,617	679,852	4,113,049
1882	1,140	42,845	1,749,717	26,747	833,137	1,351,193	823,938	4,757,985
1883	1,198	48,106	2,023,045	25,825	783,186	1,243,366	1,070,930	5,120,527
1884	1,182	42,747	1,866,711	24,287	741,727	1,191,579	1,224,646	5,014,663
1885	1,177	48,728	2,021,633	28,472	852,257	1,219,284	2,604,285	6,697,459
1886	1,133	44,605	1,890,411	28,187	850,545	1,263,152	2,720,187	6,814,295
1887	1,168	44,845	1,989,840	28,092	875,316	1,499,328	2,384,356	6,748,840
1888	1,137	33,247	2,017,558	27,384	859,953	1,594,992	2,390,502	6,863,005
1889	1,100	44,936	2,064,918	29,555	965,010	1,591,085	2,149,138	6,770,151
1890	1,069	43,084	2,152,790	29,803	924,346	1,695,358	2,600,147	7,372,641
1891	1,027	39,377	2,125,355	30,438	1,007,815	1,644,892	2,598,124	7,376,186
1892	988	37,205	2,112,875	30,513	1,041,972	1,475,043	3,017,945	7,647,835
1893	1,104	40,096	2,246,373	31,508	955,109	1,637,707	3,174,404	8,681,557
1894	1,178	41,768	2,409,029	34,102	1,009,189	1,921,352	4,099,546	9,439,116
1895	1,121	37,829	2,318,290	34,268	1,014,057	1,713,190	4,208,311	9,253,848
1896	1,217	42,447	2,041,130	35,398	1,110,920	2,146,934	4,527,267	9,826,251
1897	1,184	40,679	1,701,239	37,693	1,128,682	1,955,304	4,585,569	9,370,794
1898	1,154	38,011	1,707,180	38,675	1,136,943	2,075,928	4,940,046	9,860,097
1899	1,178	38,508	1,716,973	38,538	1,195,856	2,162,876	5,074,135	10,149,840
1900	1,212	41,307	1,940,329	38,930	1,248,171	2,405,860	5,395,765	10,990,125
1901	1,231	40,358	2,417,680	38,186	1,212,297	2,312,187	5,549,136	11,491,300
1902	1,296	49,888	2,620,661	41,667	1,199,598	2,103,621	5,382,079	11,305,959
1903	1,343	42,712	2,755,150	40,943	1,338,003	2,305,444	5,842,857	12,241,454
1904	1,316	43,025	2,592,527	41,938	1,376,165	2,189,666	6,198,584	12,356,942
1905	1,384	41,640	2,813,834	41,463	1,373,337	2,310,508	6,383,218	12,880,897
1906	1,439	40,827	2,841,875	39,634	1,462,374	2,426,341	7,824,975	14,555,565
1907	1,390	36,902	2,731,888	38,711	1,437,196	2,266,722	8,374,440	14,826,592

SESSIONAL PAPER No. 22

COMPARATIVE TABLE showing the Number of Men employed in the Fishing Industry since 1895.

Year.	Number of Persons in Lobster Canneries.	Number of Men in Vessels.	Number of Men in Boats.	Total Number of Fishermen.	Total Number of Persons in Fishing Industry.
1895	13,030	9,804	61,530	71,334	84,364
1896	14,175	9,735	65,502	75,237	89,412
1897	15,165	8,879	70,080	78,959	94,124
1898	16,548	8,657	72,877	81,534	98,082
1899	18,708	8,970	70,893	79,893	98,601
1900	18,205	9,205	71,859	81,064	99,269
1901	15,315	9,148	69,142	78,290	93,605
1902	13,563	9,123	68,678	77,801	91,364
1903	14,018	9,304	69,830	79,134	93,152
1904	13,981	9,236	68,109	77,345	91,326
1905	14,037	9,366	73,505	82,871	96,908
1906	12,317	8,458	67,646	76,104	88,421
1907	11,442	8,089	63,165	71,254	82,696

BAIT FREEZERS.

The report on bait-freezers during the season of 1907 was also received in time to be printed as an appendix of last year's report. (See page 287 of that report).

Twelve new freezers had been completed during the last year, seven in Nova Scotia, one in New Brunswick and four in Quebec.

Altogether there are now thirty-seven bait freezers in Nova Scotia, three in New Brunswick, five in Prince Edward Island and fourteen in Quebec.

FISHERIES PROTECTION SERVICE.

The report of this service forming Appendix No. 14 of this publication, will be found on page 287. The same cruisers with mostly the same commanding officers as previously, again patrolled the Atlantic coast, the *Kestrel* and *Falcon* the Pacific, while the *Vigilant* cruised the Lake Erie.

A glance at the long list of foreign vessels calling and using our ports, proves their importance to these foreigners.

FISH-BREEDING.

The report on this service by Prof. Prince forms appendix 13 of this publication and embraces a review of the operations for the fiscal year ended March 31, 1908.

Additional hatcheries have been constructed in the various provinces of the Dominion and improvements made in the interior fittings of some of the establishments.

During the season of 1907, some 813 millions of fry embracing such species as lobsters, whitefish, salmon, trout and pickerel were successfully distributed.

Reports on this important service by the commissioner of fisheries, the superintendent of fish culture and on individual hatcheries by the respective officers in charge will be found in appendix 13.

OYSTER CULTURE.

The operations in this branch of the service necessarily close with the calendar year, and those for the season of 1907 were published in the report of that year. (See Fisheries report, 1907, p. 281).

OTTAWA FISHERIES MUSEUM.

Mr. A. Halkett, the curator of the museum, submits a summary of the continuation of the collections of specimens with description of the vertibrate portion, especially the fishes.

This article forms appendix No. 15 of this report and will be a valuable addition to the continuation of previous reports, published since 1905.

THE FISHERIES STAFF.

The outside staff of the fisheries branch of this department numbers nearly one thousand, twenty-five inspectors of fisheries and special officers; 112 overseers with magisterial powers *ex-officio* and 460 guardians temporarily employed to assist in the protection of fisheries.

The officers in charge of our thirty-six fish culture establishments with their permanent assistants aggregate over 85 employees, not comprising many others required during the busy season.

The officers and crews of the protection fleet of cruisers aggregate 270 men. There are also about 45 persons employed as reporters for the intelligence bureau during the fishing season who are not otherwise connected with the government work.

A complete list of these different fishery officers forms appendix No. 16 of this report.

CONCLUSION.

Substantial progress has marked the exploitation of the fisheries of Canada, and they continue to be a source of considerable gain to a hardy and industrious section of our population. It cannot, however, be denied that the protection and development of the great resources of the waters of the Dominion would be facilitated were the present divided authority and overlapping administration, federal and provincial, merged in one central system. The disadvantage to the fisheries arising, at pre-

sent, from such causes, is intensified by the division of international interests and administrative policies along the border waters of Canada. There are no uniform concurrent regulations of an international character, and an injurious rivalry in the capture of fish, and a prevalent feeling of dissatisfaction at existing lax, or unfair fishery regulations in the same waters, tend to demoralize the industry and endanger its future prosperity.

Were the fisheries of the Dominion administered under one authority, with one ample and effective staff of officials; still more, were a system of common fishery laws enforced on both sides of the international boundary the beneficial results to all concerned would be rapidly apparent.

It is satisfactory to note that, at an early date, an international commission will be at work, authorized by treaty between Britain and the United States, and for the first time, there appears hope of some uniformity in protective, regulative and preservative measures in the waters which Canada shares with the neighbouring republic. Finally, it is important in relation to the fisheries of this continent, that the great International Fisheries Congress will meet in Washington, D.C., in September of this year. This congress assembles triennially and has met in Paris, St. Petersburg and Vienna, with great advantage to the fisheries of Europe. Each country possessing fisheries of any importance usually sends its commissioner of fisheries or some fishery experts to the congress and fishery questions are discussed from a large national and international standpoint. The Dominion Commissioner of Fisheries (Professor Prince) who has been chosen a vice-president of the congress, will represent Canada, under authority of an order in council, and Britain, New Zealand, France, Germany, Russia, Holland, Spain, Italy, Austria, Norway, Sweden, Portugal, Roumania, Brazil, Mexico, Venezuela, as well as the various states of America will send representatives. Ontario, Nova Scotia and several Canadian provinces will, it is stated, send delegates. Such a congress of fishery authorities could not meet on this continent at a more opportune time when steps are imminent for the unification of international fishery laws and administration and a tendency arising to remove conflicting or overlapping methods in the various Canadian provinces and in relation to the federal authority.

I have the honour to be, sir,

Your obedient servant,

LT.-COL. F. GOURDEAU,

Deputy Minister of Marine and Fisheries.

SPECIAL

APPENDED REPORTS

BY

PROFESSOR E. E. PRINCE

Dominion Commissioner of Fisheries

1. EGGS AND EARLY LIFE HISTORY OF THE COD, HADDOCK AND MACKEREL.
2. MIGRATIONS OF SEA FISH.

1907-8

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I.—THE EGGS AND LIFE HISTORY OF THE COD, HADDOCK AND MACKEREL.

BY PROFESSOR EDWARD E. PRINCE, COMMISSIONER OF FISHERIES, OTTAWA.

Complaint has been made that published investigations on fish life and fish habits, for popular information have been too exclusively devoted to fresh water fish and to anadromous species. The salmon, trout, whitefish, black bass and pike-perch or dore have been fully treated in reports and papers for general readers. The cod, haddock and mackerel are three examples of fishes that are of the highest commercial importance and about them readily accessible publications are wanting. It must also be added that scientific and technical knowledge concerning the life history of fishes inhabiting the deep sea is less full and complete than is the case with river and lake fishes and species like the salmon that spend only a portion of their time in fresh water. A considerable mass of information exists respecting the cod, mackerel and haddock, but to learn about the spawning peculiarities, habits of the young, rate of growth, food at different stages and migrations, it is necessary to consult difficult technical treatises and to read scientific journals which are not readily accessible. One of the very few books for general readers published in London in 1897 is the beautifully illustrated work on British Marine Food-Fishes, by Professor W. C. McIntosh and Dr. A. T. Masterman.

Little was generally known about the eggs and life history, the growth and migrations of sea fishes used for food when I began their special study in 1885 at St. Andrews, Scotland, under the guidance of Professor McIntosh, though it was already known, and had been known to specialists for nearly twenty years that cod, haddock and mackerel were wholly unlike the sea herring, and fresh water fishes, both in regard to the nature of their spawn, the features of their breeding, growth and early migrations.

Professor G. O. Sars had begun investigations in the course of which he secured small floating eggs, like minute pellets of glass, but so light and buoyant that they floated near the surface of the sea. The waters surrounding the Lofoten Islands, the famous fishing grounds of the Norwegian cod-fishermen, were filled with these small, almost invisible, floating eggs. Later Dr. Sars discovered other eggs much resembling cod's eggs, which proved to be the very similar eggs of the haddock, and later he obtained the eggs of the mackerel, also floating, rather larger than cods' eggs, and exhibiting a new feature, viz.: a glistening oil-globule. Dr. A. W. Malm, of Göteburg, likewise found the eggs of the haddock and mackerel and described them, while Alexander Agassiz, and the early scientific staff of the United States' Fish Commission (Dr. J. A. Ryder, Dr. R. E. Earll and others) confirmed previous discoveries and extended them very considerably. So inadequately was the importance of Sars' amazing discoveries realized by biologists and by the general public that at the Great International Fisheries Exhibition in London, in 1883, his drawings and descriptions of these floating sea-fish eggs attracted little attention on the whole. On my many visits to that famous and in some respects unsurpassed fisheries exhibition, I never failed to re-examine Dr. Sars' drawings with the accompanying detailed descriptions placed alongside, and on no occasion did I observe brother scientists or interested spectators paying much attention to that unique exhibit. The specimens and drawings were not only unique, they were, from a fisheries point of view, epoch-making. In the official catalogue of the exhibition it is interesting to note that they were carefully described.

Owing to this special interest I quote from the catalogue the following notice: 'Professor G. O. Sars, development of cod (*Gadus morrhua*) explained by a series of fifty-six coloured drawings on seven plates, made by the exhibitor during his visits to the Lofoten Islands in the years 1865-69.' There were shown 56 accurately drawn figures, Nos. 1-24 showing the ovary, early ovum and first segmentation stages; Nos. 25-36, the formation of the young fish in the egg, and the features of the hatched larva and young cod up to one inch in length; Nos. 37-52, later stages of young post-larval cod, and Nos. 53 to 56, later codling up to adult cod, 20 and 33 inches in length.

The collection was not an imposing display and was overshadowed by the larger and more striking objects displayed in the various sections and galleries, and sent from all quarters of the globe. At the conferences, which were held frequently during the eight or nine months of the exhibition's existence, and which I attended diligently, in order to listen to the great masters in the science of fish and fisheries, very scant reference was made, so far as I can recall, to the astonishing and revolutionizing character of Dr. Sars' specimens, and their importance as practically bearing upon the preservation and welfare of the fishing industries in the sea.

At the commencement of my researches I found that the field was regarded as virgin and practically untouched, so little was generally known about the eggs and the breeding peculiarities of the marine food fishes, which form the staple commodities in the great fish markets of the world. When Professor McIntosh and myself read at the British Association and at the Royal Society of Edinburgh the results of our investigations, they were regarded by the biologists as very novel and of altogether peculiar interest and importance. Full and adequate studies, in continuation of the pioneer work of Dr. G. O. Sars and Dr. A. W. Malm, had not been made of the lilfe histories of the marketable food fishes in the sea. Indeed, until I studied mackerel eggs in the spring of 1893 on the s.s. *Fingal*, and made drawings of the young fry immediately after hatching, no one had seen or sketched the mackerel in its first stages, and those published subsequently by a very able English authority showed colouration and other features not observed by me in the Irish mackerel eggs obtained during the official fishery cruise under H. M. Inspector W. Spotswood Green, in the year named.

The researches above referred to, with later investigations by other workers have shown that:

(1) Cod, haddock and mackerel produce spherical eggs which are typically pelagic, *i.e.*, small in size, extremely delicate in structure and appearance, of glassy transparency and so buoyant as to float freely near the surface of the sea.

(2) The young larvæ emerging from these eggs are as minute as mosquitos or midges, very buoyant and transparent, frequenting the superficial strata of the open sea, and carried helplessly about by the tides and currents, during the earliest part of their life.

(3) The young fishes, as soon as they cease to feed on their stock of food yolk, and actively capture food, migrate in schools incalculably vast, from the open waters, where they are first congregated and find safer areas inshore, often quite close to the shallow beach or the tidal rock-pools.

(4) The later post-larval and adolescent stages are marked in each species by features in their migrations and habits which are not uniform but diverse, and distinctive of the several species.

In the following summarized account I shall describe in each of the four named species:

(1) The mature ovum and its deposition.

(2) The hatching of the ovum and larval migrations.

(3) The features characteristic of the early larval stages.

(4) The post-larval or pre-adolescent stages, often embracing curious developmental transformations.

(5) The maturer stages, not yet adult, and migrations.

(6) The adult condition and habitats in the sea.

The egg of the cod is a spherical buoyant pellet 1·38 to 1·39 mm., or a little over three-fifths of an inch in diameter, and of such colourless transparency as to be practically invisible in the water. On the Banks of Newfoundland and off the Canadian Labrador, as also off the Lofoten Islands and the southwest shores of Iceland, these floating eggs may occur in quantities beyond the grasp of the human mind. Their incalculably vast myriads dancing like microscopic soap-bubbles in the sea may indeed impart a dull milky aspect to the surface waters as though a filmy stratum of mucilage floated along the surface of the sea, as described by Norwegian fishermen over forty years ago.

Each female cod produces an enormous number of eggs. Indeed, M. Petit weighed the ovary of a specimen and calculated that at least nine millions of eggs were contained in a single large fish. The female cod is, contrary to the rule in most fishes, smaller than the male when full grown. The fish congregate near the surface of the sea at the spawning time, which is during the months of midwinter, October to December, or even so late as February and May. Off the coast of Labrador and around the Magdalen Islands the spawning schools crowd so thickly that a vessel may be impeded in her progress, striving to pass through them. No well defined areas in the sea can be distinguished as cod spawning grounds; but the regions in Canada and Northern Europe vary from two to two hundred miles from the shore. Much depends on the nature of the coast and the character of the currents and tides; but it has been determined that the parent cod have a preference for warmer rather than colder areas, though the young fry are found to flourish, some months after hatching, in water of extreme frigidity as off the north coast of Iceland. The eggs scatter widely and in areas of low specific gravity they may descend to a depth of many fathoms, though the most favourable areas are those in which they float within one or two fathoms of the surface, and in extreme calms may form a smooth film quite at the surface. All the eggs are not deposited at once, but those which lose the creamy white opacity of the maturing eggs and acquire a clear glassy transparency like translucent gum, glide to the posterior end of the ovary and are shed. While the ripe female cod scatter their eggs near the surface, the male fish congregate below, and the streams of minute sperms which they eject like jets of cream, ascend and fertilize the eggs. Few eggs probably escape fertilization, as the tests in the Marine Laboratory, now the Gatty Marine Station, at St. Andrews, Scotland, proved. Dr. Schmidt, in a recent report on the cod in Iceland states that 'when maturity approaches, and the fish is preparing for reproduction, it becomes much more sensitive to external conditions. This results in the undertaking of the second great migration of its life, which having regard to the object may be called the spawning migration, and which ends in the warm water on the south and west coasts. The proportion of the sexes on the spawning grounds has not been determined, as has been done in the case of the salmon and certain other fishes; but Sars noticed in Norwegian waters more female fish near the surface than male fish.

The eggs are helplessly wafted about in the water, and in a period varying from one week to four weeks, according to the temperature, the young fish, less than one-sixth of an inch long (4 mm. or ·16 in.) emerge into the open sea, floating back downwards and exhibiting four black transverse bands along the slender worm-like body. Within two or three days the young fish have vigour enough to swim in the right position, progressing by sharp wriggling motions. A swollen ball of yolk protrudes from the under side and upon that fluid yolk the fry feeds. By the end of the first week the yolk-sac has nearly disappeared and the fish is slightly longer and appears deeper in the body owing to a long fin along the back having grown in height. About this time (being now over 5 mm. in length, or ·195 in.) the eyes appear bright and silvery, a black patch appears at each side of the body and the two first cross bands of dark colour break up, but the second and third bands still remain, and the little fish descends to some depth to what is known as the mid-water habitat. Minute crab-life copepods now form the main food of the larval cod and these, when undergoing

digestion, turn pinkish or red. Hence this red food visible through the transparent walls of the young fish impart to it a reddish hue. Later, when 5·6 mm. long (·226 in.) the last two bars have disintegrated, black spots appear on the head and along the middle of the under surface, while a greenish yellow tint faintly appears over the little fish. All this time the breast fins have been actively used like delicate fans, but the second pair or ventral fins now bud out, yellowish tints appear, and a length of ·332 in. or 8·25 mm. is attained at this time, viz., the third week. A little later, when the cod is ·375 in. or 9·42 mm., hard rays appear and strengthen the back fin, the anal fin and the tail fin, and the shape of the head is no longer blunt and rounded, but more pointed and cod-like. The mouth opens to the front instead of upwards, as in the earlier stages, and a little barbule or feeler appears at the tip of the chin. Myriads of these baby cod now move shorewards, and a month or five weeks later, in May, June and July, when the fish are over 40 days old (·585 in. or 14·8 mm. long) they crowd the inshore waters. They rapidly reach a length of an inch, and in company with green cod, pollock, &c., form schools in the rock pools and in shallow inlets. The cod is distinguishable by the more marked reddish hue of the top of the head, by the pearly lustre of the sides variegated with eight or nine irregular dark blotches along the sides and back, while the belly is silvery. Black spots appear on the two back fins and on the first anal fin below, but none on the tail fin, though a U-shaped band occurs marking the root of the tail.

Dr. Schmidt found that small cod in the North Sea, off the Scottish coast, were much paler in colour than the larval cod of more northern waters. Sars was the first to describe the cod at 2 inches (50·8 mm.) in early August amongst algæ along rocky shores, and states that by October they are 4 or 5 in. long, and a month later as much as 6 to 10 inches long. Their colour varied, being reddish yellow on rocky shores and greener or grey on sandy spots. When a year old, say in February or March, the young codling may be a foot in length (304 8 mm.) and in the course of the season they forsake the shore and migrate seaward. In their third or fourth year the cod is mature and they are then two feet or more in length and develop spawn.

HADDOCK.

In many respects the haddock resembles its congener the cod, yet, a careful study of their eggs, life history, habits and external features shows innumerable differences and even contrasts. Their localities for spawning are much the same as those of the cod, being out in the open sea from five to twenty, or even sixty, miles from land. The female haddock is universally smaller than the male, and the size of the egg is really the largest of the early pelagic or floating eggs. It is not readily distinguished from the spherical, transparent, buoyant eggs of the cod, but is larger, viz., ·058 in. in diameter, or 1·458 mm., and the number produced is far less than in the case of the cod viz: a quarter of a million to two million eggs. Haddock scatter their ova in the sea from January to the end of May, and the time of hatching varies from one to three weeks. The newly hatched fry are smaller than those of the cod, viz., ·14 in., or 3·5 to 4 mm., and they swim helplessly, ventral side upwards, being incommoded by the yolk sac or ball of fluid food which nourishes them for several days. There is no trace of the cross-bars so prominent in the cod, but irregular black spots occur about the shoulder, and a row on each side from the abdominal area to the tail and along the ventral line of the muscular body. After floating about for a week near the surface of the sea they appear to make for deeper water near the bottom and red-blood has been observed at that age. It is interesting to note that in these minute floating larval fish there is no red blood for some time, a delicate colourless fluid being driven by the heart over the transparent body. The jaw is turned sharply upward until the eleventh or twelfth day, when the movable lower jaw opens direct to the front. The lateral abdominal patch of colour is even more marked and dense and along the lower border of the fleshy tail a row of black stars is a marked feature. In May the young haddock from 1 inch

to 3 inches in length abound in mid-water, neither at the bottom nor near the surface of the sea. They remain 20 to 40 miles out at sea, and do not migrate close inshore like the cod and the pollock and green cod. Sars described the haddock as stouter and more compact in form than the cod of the same age. The ventral pair of fins are first noticed in the fish at an inch in length, when the sides of the body are sparsely spotted with black dots, the head and shoulders included, and the specks of black colour extend over the fins; but the under surface of the fish is pale and silvery. When about one-fifth longer, *i.e.*, 1⅙ inch long (29 mm.) the larval haddock still keeps to deep water, and the two ventral fins appear exceptionally long, while the unpaired dorsal and anal fins are largely developed, but there is still no regular cross-bar or checker pattern similar to that of the cod. On reaching a length of 1½ inches (39 mm.) minute scales appear, and the characteristic 'thumb' mark or black patch behind the shoulder is quite distinctly visible. The barbule on the tip of the chin appears, but is shorter than in the case of the cod, and the mouth is smaller in proportion to the size of the fish. There is no dappled appearance as in the cod, and no dusky or speckled coloration as in the green cod or pollock. When an inch longer (2⅜ inch, *i.e.*, 60·45 mm.) the haddock 'mark' is darker and more definite, the pectoral fins are yellowish brown and speckled, uniform specks of black extend all over the head and body, the eyes are of a metallic silvery colour and the lower jaw and the mental barbel are smaller than in the cod. In contrast to the cod, no haddock appear to frequent the shore up to this age. Specimens 80 mm., *i.e.*, 3¼ inches long, exhibit a warm coppery sheen such as is so frequently observed in the large full grown haddock. Professor McIntosh in his account of the haddock, states that the bottom trawl at the end of July has secured haddock of 4 inches (101·1 mm.), and they are taken also on baited hooks, but before that stage none have been secured otherwise than in the mid-water net or in the stomachs of predaceous fishes. At that size they are no doubt about five months old. Later specimens six or seven months old, 6 inches long, have been secured, and in November and December they measure over 7 inches in length, while the following May and June they reach a length of at least nine inches and cannot be less than thirteen to nineteen months old. Thus the haddock shows rapid growth during its first summer, no less than an inch per month; but in winter its growth is slower. In the third year the haddock reaches the mature stage and is developing spawn. After spawning they are often found inshore feeding voraciously on eggs of other fishes attached to rocks, &c., and they are much more gregarious in their habits than cod, but are not abundant so far north as the related species named.

MACKEREL.

Widely differing from the cod and haddock in all the features which are regarded as important in the eyes of the naturalist, the mackerel ranks with the two valuable food-fish named on account of its importance economically, and on account of its production of minute delicate floating eggs. The salmons' eggs are large and heavy, and the eggs of the herring are dense and cling together like hard glassy pellets; but the eggs of the mackerel are extremely transparent and delicate and float buoyantly near the sea's surface. Professor G. O. Sars and Dr. A. W. Malm first described the egg, and it was my good fortune, as already stated, to be the first naturalist to hatch out and make scientific drawings of the young larval mackerel, when with Mr. Spotswood Green, investigating the west Irish fishing grounds on the ss. *Fingal*. The female mackerel produces on an average probably a quarter of a million eggs. As Drs. Jordan and Evermann say: 'The mackerel egg is exceedingly small, it being only ⅟₂₄ of an inch in diameter. The eggs average about 40,000 to the fish, but 200,000 have been taken from one fish. The largest mackerel would doubtless produce 1,000,000 eggs each.' Yarrel regards fish 14 to 16 inches long as large average specimens, such weighing about 2 pounds; but he states that in 1849 a specimen 18 inches long and weighing 2½ pounds was caught on the English coast, and in November, 1856, one was

sold in London weighing 2 pounds 10 ounces; but in Canadian waters much larger mackerel are frequent, and I myself saw a Nova Scotia mackerel taken in May, 1898, which was 22½ inches long and weighed no less than 4¼ pounds. In May and June the spawning schools move landward to spawn. They approach the Nova Scotian coast and move into the Gulf of St. Lawrence from a southeasterly direction. Up to the middle of July they will not, as a rule take bait, and as Professor Hind pointed out they lose all desire for bait when engaged in spawning. The deadly purse-seine introduced into the Gulf of St. Lawrence by the American schooners captures these spawning schools in immense quantities. Almost without exception these fish coming into Pleasant Bay early in July and going up the north shore (Quebec) as far as Pointe de Monts about the end of July, are spawning or partly spawned. June and July cover the period, though mackerel remain and feed in the Gulf and along the Canadian shores until the end of October. The spawning and spawned fish are very inferior, but the fall mackerel, having recovered and fed up, are firm and fat and incomparably superior in every respect.

The eggs produced by the mackerel are small translucent spheres over ½₅th of an inch in diameter (·038 in. or 1·22 mm.), and exhibit in the midst of the clear contents a cloudy, almost colourless globule ⅛₀th of an inch in diameter (·32 or ·33 mm.). No globule appears in the eggs of the cod or haddock, but the ling, the gurnard and other fishes exhibit in the egg a so-called oil globule. In about six days the young fish hatches out and at first, a few sparse specks of yellowish colour are seen near the eyes. The yellow specks later appear mingled with black dots on the globule and over the head and body, and form an irregular line along the back. These spots, says the well known Irish fishery authority, Mr. E. W. L. Holt, are blue black, not dead black. The young mackerel which I had under observation for over a week until accidentally killed by a cloud of hot soot showered upon them from the smoke stack of the steamer, showed no other colours excepting yellow and black, but it has been stated that bright green pigment occurs on the fifth day on the tail, and behind the eyes and on the globule. On the ninth day after hatching a length of ·19 in. or 4·88 mm. is reached and the ball of food yolk is used up. The eyes have a bright blue metallic appearance, and on the sides, the upper abdominal pigment is very marked, but there are few spots on other parts, and no cross bands or serial patches. By the tenth or eleventh day the larval appearance is gone and the post-larval stage is fully attained. Mr. Holt compares the mackerel larva at this stage to the grotesque post-larval Cottus or sea-skulpin. At this time the schools of young come inshore and vast numbers may be seen in Northumberland Straits, off Prince Edward Island, and in the Bay of Chaleur off the Bonaventure coast in August and September. Dunn, the well known English observer, speaks of young mackerel 3 inches long in bays and shallow inlets. In November, when 6 or 7 inches long, they move into deeper water, and are not observed until they reappear as 'tinker' mackerel, 8 or 9 inches long, abounding in harbours and bays. Sars held the opinion that a one-year old mackerel was as long as the finger, that at the end of the second year it was the size of a herring, and that in the third year it is full grown, though many authorities give the mackerel another year and declare a mature spawning mackerel to be in its fourth year. For the first two years the young mackerel frequent open water near shore, and as Professor McIntosh, of St. Andrews, Scotland, says, the lengths 4 inches, 8 inches and 11 inches probably correspond with successive years in the life of the mackerel.

While the mackerel schools along the various portions of the lengthy Atlantic coast of Canada have not been separated into local races or such differences noted as in European seas, yet there is no doubt that each area on the coast has its own stock and that the mackerel does not migrate over long distances, but largely confines its movements to coming into shallow waters from deeper water and *vice versa*.

II.—THE MIGRATIONS OF SEA FISH, WITH SOME RESULTS OF MARKING FISH.

BY PROFESSOR EDWARD E. PRINCE, DOMINION COMMISSIONER OF FISHERIES, OTTAWA.

The migrations of sea fish are of importance in connection with the commercial utilization of marine fishery resources. Their determination is beset by peculiar difficulties, and the systematic marking of considerable numbers of the most valued food fishes on the plan adopted by the Marine Biological Board of Canada, to be carried out in successive seasons on the Atlantic coast of the Dominion with the Marine Laboratory at St. Andrews, N.B., as the principal station, is the first step towards deciding the seasonal movements of the schools of fish upon which Canadian fishermen depend for their catches. Just as the study of bird migrations occupied ornithologists for over a hundred years, and the accumulation of observations and the tabulation of ascertained facts has resulted in some approach to a satisfactory understanding of the remarkable movements of the feathered tribes over the surface of the earth, though much remains still to be discovered, so the thorough understanding of the wanderings of the finny tribes taking place in an element which hides them more securely from continuous observation than the heights of the atmosphere hide the feathered tribes, is a subject that only the patient collection of facts, and their ascertainment both by ordinary practical as well as by scientific experimental methods can enable us to arrive at complete and adequate results. The movements of fishes in the sea vary according to the period of life of each species. Nay, even the eggs, before giving birth to the young fish, are the subject of migratory movements and add to the complexity of the subject in many species. Shore fish, which produce floating eggs, like the cod, haddock, mackerel and many flat fishes, are distributed over wide areas before they hatch out. The young fish, after hatching, are under the influence of tides and currents which effect migratory movements and transport them over great extents of sea. Later, the effects of temperature, salinity, movements of the air (winds) and of the water, are felt by the schools of small post-larval fishes, and later still the occurrence of food is a most potent factor in leading fish to take long journeys, while at maturity, besides the quest for food, the spawning instinct is powerful in causing them to move from one area to another.

The methods of marking fish are important, but owing to the variety of devices adopted by different observers in Europe and on this continent I shall deal with the subject of modes of marking fish in a special paper in the journal of the Biological Stations of Canada, Part III. of which appears at an early date. The mode of marking is one of more serious moment in the work of deciding the migrations of fishes than may, at first sight, appear. Observers have found, for example, that while a large number of fish have been found to move over a limited area in some definite direction, single individuals or three or four individuals have taken to roaming, and in a short time have migrated to very long distances in the most diverses directions.* Thus in Mr. James Johnstone's experiments in the Irish sea, with the valuable flat fish the plaice (*Platessa*), out of 35 fishes marked and liberated on the Lancashire coast, about 40 miles northwest of Liverpool, one wandered past the Isle of Man round the Mull of Galloway to Corsewall Point, near the southwest corner of Ayrshire, a distance of 110

*The irritation caused by the tag may in some cases keep the fish continually on the move, just as the migrating herds of Barren Ground caribou, annoyed by the constant attacks of large deer flies in summer, never cease to move onward over long distances.

†See my special Report, 1907, p. lxi.

miles, while another was recaptured near Dundalk, in Ireland, having traversed a distance of more than 120 miles, the former occupying over 14 months in the journey, while the latter took between nine and ten months to cross the Irish sea, whereas most of them were recaptured within a few months at distances of eight to twenty or thirty miles from the spot where they were marked and placed in the sea. Similar peculiar wanderings have been noticed in the United States' experiments with lobsters, rare examples wandering upwards of a hundred miles from thee locality of liberation.† Dr. Johs. Schmidt, in his experiments with Icelandic plaice, found that most of them in 10 or 11 months (July, 1905, to May and June, 1906), moved 200 miles; one plaice reached a point about 280 miles, one about 250 miles and two about 220 miles from Vopnafjordhr, where they had been placed in the water, the one travelling the longest distance (from July to January following) in six months time. There is, however, an inshore and offshore movement, apart from definite lengthy linear migrations, mainly connected with spawning. Thus small flat fishes which very early in the year frequent the shallow inshore grounds move with the approach of summer and, as they grow larger, move into deeper water. Most fish in their early life after their larval life is over and they have assumed the form of the adult, though their dimensions are small, exhibit this habit of leaving the shallows. This movement is no doubt connected with a change in feeding habits as well as with a view to greater security and protection from enemies. In all experiments with marked fish there is a preponderance observed in the fish taking some definite direction. Johnstone's experiments showed, in the North Wales plaice, a movement westward along the northeast shore of Anglesey, a migration similar to that observed at two stations further north, viz.: off the Ribble Estuary and off Lancaster Bay, where the migration west and southwest was marked. Professor McIntosh was the first observer to indicate the main facts, viz.: the migration of the floating eggs inwards, the hatching of the young and their distribution over the inshore shallows, after drifting it may be for over a month in the same direction as the eggs, and then after reaching maturity, moving into deeper water. In the deeper waters the plaice move as in the Irish sea, or off the Scottish shores, westerly; but must, of course, vary on other shores with the geographical contour of the different localities. Indeed, as Schmidt shows, adult plaice liberated on the north coast of Iceland moved westward more than a hundred miles, while other batches of adult plaice, deposited on the east coast of Iceland, all migrated southwards. The authority named decided that the reason of this definite migration was to reach areas of warmer water 'with the exception of the few retaken close to where they were liberated, none of the plaice were retaken on the east coast. It is only right down in the south . . . . that the most were retaken.' Moreover the plaice from the north moved much slower than those from the eastern station, due, it may be, to the rougher and more irregular nature of the shore and the bottom. A similar west and south movement of the cod was also observed by the Danish authority referred to. By this movement of the adult cod warmer areas are reached suitable for the hatching of the floating eggs. But after hatching the small cod, not more than 1/5th or 1/6th of an inch in length, are borne by currents north and east so that these cold northern areas are crowded with cod fry and pass their first winter in those frigid surroundings. Schmidt found as early as April (in 1904) vast swarms of young cod 'whilst the south and southwest coasts of Iceland are washed throughout the whole year by warm Atlantic water, this is not the case on the east and north coasts, where the influence of the polar water is felt.' Few cod fry are found in the warmer south and southwest waters where the spawning takes place, but they abound in the cold northern areas where the temperature rarely rises for most of the year above freezing point. There they remain until a year old or even two years old. Young cod when 1¼ or 1½ inches long are no longer found swimming at the surface, but seek the bottom, and when from 1½ inches to 2 inches in length crowd inshore and abound in rock pools, and when 8 or 9 months old (6 to 10 inches long), move out again to greater depths. When about a year old they are a foot long, and do not migrate until they are mature and ready to breed, usually when nearly

2 feet in length. Up to that time they are stationary and only migrate to warmer areas in the early part of the year, January to April, for spawning purposes.

The recent experiments of the Marine Biological Association, England, shows that in the cod marked on the steamer *Huxley* most of them appeared not to have wandered far, these being below 2 feet in length. As the brief note in the recent journal of the association states:—

'The report is based on the 252 cod marked on the *Huxley* and the 42 recaptures recorded up to the date of writing. Most of the recaptures, constituting 13 per cent of the healthy fish liberated, took place within six months of liberation.

'The fish below 60 cm. (24 in.) in length remained in water of depth similar to that in which they were first caught, and had not travelled far. Most of those which had moved some distance from the liberation point were recaptured south or west of it.'

Now in the Atlantic waters of Canada the cod taken in June and July and on to September or later are the cod which have spawned in deep water and resort to shallow inshore waters for food or find it on the rough and rich ground known as the banks. The fishermen speak of the cod moving north after the capelin and the swarming of immense schools of large cod on the Labrador shores is due to the presence of the smelt-like capelin upon which they feed and grow fat. These coast migrations during the summer months are limited and, we may almost say, with the late Professor Hind, that the 'schools of cod frequenting a particular coast may be said to be indigenous to it.' The late Professor Spencer Baird came to the same conclusion: 'The cod' he says (U. S. Comm. Rep., 1889) 'is a local fish, and the different schools have their different habitats.' Nielsen, in his report (Rep. Newfoundland Fish Comm., 1889), expresses the opinion that the cod is a local fish as well as the salmon, and indicates with some detail that each group has its local resort and the local varieties can be readily distinguished, a George's Bank fish being known from any other kind of cod on the other 'banks.' So can a Cape St. Mary's fish be distinguished from any other kind of cod in Newfoundland, and a Trinity Bay fish from a Placentia fish.' The view has even been expressed that in the sea, as in salmon and shad rivers, each area or locality has its own local variety of the same species, and Professor Baird went so far as to assert that deep sea fisheries depleted in any particular locality will not be restored. 'No fish' he ventured to declare 'will come from surrounding localities to take the vacant place. Fish bear a particular relation to particular spots and fishing out one locality is thus like emptying a keg of lard, the space left does not become again occupied.' Valid objection may be justifiably raised to a view so extreme as that, but it is nevertheless true that in different localities the same species of fish may exhibit distinctive features, and demonstrate the existence of local races. Even so migratory a fish as the mackerel, if we accept Professor Garstang's views, shows marked local variations, so that different areas may be said to be peopled by different local races.

The floating eggs of most sea fishes of value for food purposes may be carried over great distances as already pointed out, and the young larval and post-larval stages are similarly transported from one area to another so that local varieties must cross each others' boundaries and interdigate or intermingle, nevertheless the fact is that in some localities valuable fish have been so persistently destroyed that their almost total depletion has been accomplished and their former abundance, even after many years, has never been restored. The cod fisheries on many parts of the Atlantic coast of Canada have been destroyed, and the mackerel, once abounding all along the eastern shores of the Dominion, have become largely a thing of the past, while the once marvellous shad fisheries of the Bay of Fundy are not one-thousandth the value and extent they were 30 or 40 years ago. The disappearance of fish may be the result of many and various causes, but the restoration by incoming schools from other non-depleted areas is either very slow, or does not take place to any appreciable degree. Fish may migrate from an accustomed locality to another new locality, attracted there by more abundant food, and the disappearance of fish and decay of important fisheries

may often be traced to that cause. It has even been claimed that the decline 18 or 20 years ago of the Gulf of St. Lawrence mackerel fisheries is due not merely to the wholesale destruction of the schools of fish just before spawning, but to the increasing scarcity of the food which brought them into the inshore waters. Lobsters were formerly incredibly abundant and each summer the inshore waters were alive with incredibly vast numbers of the surface swimming fry of the valuable crustacean. These crowded young lobster fry were the chief food of the mackerel, and with the destruction of the lobsters and consequent scarcity of the free swimming young, the mackerel found their food gone and they sought food elsewhere. This may be true in a certain degree, and the sudden and unexpected appearance of large schools of mackerel last season supports it. The balance of nature once seriously disturbed has wide and lasting effects. But the physical conditions in the sea may change, currents and particular seasonal streams may so vary as to affect the salinity and temperature of the water. Temperature is a potent factor in determining the movements of fish.* Thus, as Dr. Wemyss Fulton, ten or eleven years ago announced, the gurnard (*Trigla*), an esteemed food fish in Britain, moves inshore from deeper water about the end of March and in April and especially in May. Most of them are breeding fish and they spawn from April until July or August, thus seeking the warmer inshore waters at the spawning time. Temperature brings in these adult fish, but large numbers of small immature gurnards also move inshore from May onwards. With them it cannot be the spawning instinct, but must be due to the increasing temperature and possibly also to a greater plenitude of food. The gurnard thus presents a feature quite the reverse of that of the cod, in the young stages, for the small gurnards appear to be most sensitive to a higher temperature and forsake the deeper, colder water; whereas the cod, in its young stages, spends its first year at least in the most frigid surroundings in the waters of northern Iceland. While cod, haddock, plaice, &c., seek the deeper waters and spawn offshore, the gurnard moves closer into shallower water to commence spawning in April and May. But anadromous fishes, which annually ascend rivers, like the smelt, striped bass, shad, alewife or gaspereau and salmon, are not content to move into shallow inshore areas of the sea, they pass up into the brackish waters of rivers, like the smelt, or ascend, like the striped bass, to tidal limits, or move further up entirely above the influence of the tide, like the shad and gaspereau, or like the salmon migrate hundreds or even thousands of miles to the head-waters of the noblest and longest continental rivers. 'Leaving their home in the far deep, the shad, in beginning their annual pilgrimage,' says a popular writer on the migration of the shad, 'rise to the surface, and then direct their course landward, the earliest emigrants being those in which the propagative function is most advanced. Pursuing their way over the comparative shallows that widely fringe our continent, and joined by other communities bent upon the same devoted errand, they gather in our estuaries and about the mouths of our rivers, and there they linger until the effluent waters are warmer than those of the sea.' The opinion prevails that the schools of shad resorting to a certain river are the fish originally hatched in that river, and attracted by some peculiarity in the water flowing out of the mouth of their native stream, and influenced by the degree of temperature favourable for their entrance into fresh water, return once more to the upper waters. Thus in the Bay of Fundy the spawning fish in the St. John river are not the schools native to the Annapolis or the Avon of Minas Basin, nor are any of these fish which were hatched from eggs deposited by parent fish in the Stewiacke, Shubenacadie or the Petitcodiac rivers. When shad were taken from the Atlantic to the Pacific by the United States Fisheries Bureau, certainty was felt that the shad planted in the Sacramento would return to that river only. As the writer already quoted says:—

* Thus on the north shore of the Gulf and Labrador it was reported in 1867 that there were 'no cod to be caught for there was no bait' that is the herring and caplin did not come inshore as usual; whereas in 1884 the small catches of cod were attributed to the severity of the season the ice remaining until nearly the end of May. The cod fishery was a failure.

'Until the Pacific coast plantings it was assumed that the shad invariably returned to the stream that gave them birth, and this, as a rule, is perhaps correct. The conditions of the California coast evidently operate, however, to the diffusion of the fish, they having in many instances established themselves in rivers far from the Sacramento. This movement may be due to the balmy Japanese current, the Gulf Stream of the Pacific, which laves its northeastern shore and agreeably tempers its climate. Influenced by its genial flow and pursuing its track, the shad have wandered northward, and, if they maintain their advance, as they probably will, their ultimate establishment in the river system of Asia may be regarded as assured. Owing to various favourable conditions, the shad not only multiplies rapidly in its new abode, but in some localities has modified its habits, being found in varying abundance throughout the year. Moreover, it attains an exceptional size; seven and eight pound fish are common in California, but are almost unknown with us, and there have been exposed for sale in the San Francisco market shad of a weight as high as twelve and thirteen pounds. This superiority in size is not unlikely due mainly to a less actively prosecuted fishery, for shad of equal weight were known to our fathers. The heaviest fish are probably the growth of a number of years, and an exhaustive fishery that each season leaves but few survivors necessarily tends to eliminate the larger individuals.'

It is reported that some of the shad resulting from the stock originally placed in the Sacramento have been captured in Alaska, and certainly in the Fraser river, Rivers inlet and even the Skeena river, in British Columbia quite a number of shad have been taken by the salmon fishermen, several hundreds in all. How does this affect the prevalent theory that such fish are true to their own native river? There is abundant evidence that salmon return to their own rivers. This is seen in the differences almost sufficient to justify the establishment of sub-species, difference not only of external form, and of internal characteristics of the flesh (texture, colour, &c.), but of anatomical and skeletal features. A Godbout salmon of the north shore is distinguishable at once from the typical Restigouche salmon, while neither resemble in size and conformation the salmon of the Miramichi. The Peticodiac salmon are different from the St. John River fish, so that one may say of the Canadian salmon rivers of the Atlantic shore that a different variety of *Salmo salar* is characteristic of each of these rivers. Certainly, as Professor Starr Jordan has said, nearly all salmon return, as a general proposition to the region in which they were spawned, but that famous authority qualifies the opinion by indicating that the schools may also resort to other rivers to which they were not native, and adheres to his original view expressed in 1880. He says: 'It is the prevailing impression that the salmon have some special instinct which leads them to return to spawn in the same spawning grounds where they were originally hatched. We fail to find any evidence of this in the case of the Pacific coast salmon, and we do not believe it to be true. It seems more probable that the young salmon hatched in any river mostly remain in the ocean within a radius of twenty, thirty or forty miles of its mouth. These, in their movement about in the ocean may come into contact with the cold waters of their parent rivers, or perhaps of any other river, at a considerable distance from the shore. In the case of the quinnat and the blueback, their 'instinct' seems to lead them to ascend these fresh waters, and in a majority of cases these waters will be those in which the fishes in question were originally spawned. Later in the season the growth of the reproductive organs leads them to approach the shore and search for fresh waters, and still the chances are that they may find the original stream. But undoubtedly many fall salmon ascend, or try to ascend, streams in which no salmon was ever hatched. In little brooks about Puget Sound, where the water is not three inches deep, are often found dead or dying salmon, which have entered them for the purpose of spawning. It is said of the Russian river and other California rivers, that their mouths, in the time of low water in summer, generally become entirely closed by sand-bars, and that the salmon, in their eagerness to ascend them, frequently fling themselves entirely out of water on the beach.'

The conclusion is then stated that it is rather a search for fresh water simply rather than a desire to reach their native head-waters which impels the salmon to act in the way stated. Of course, there is the analogy of the migration of other animals, notably birds, in respect to which the late Professor Alfred Newton, of Cambridge, England, did not hesitate to speak of the 'pertinacity with which birds return to their accustomed breeding places and the force of this passionate fondness for the old home,' (Dict. of Birds, p. 556). No doubt the parents are in most cases the birds which return, otherwise it is difficult to understand the case of a pair of stone-curlews (*Œdicnemus*) which bred for many years on the same spot, as Newton stated, even after the surroundings had been completely changed, an original barren rabbit warren having become a thick and flourishing bush or plantation. That it is the same pair of birds which return in such cases is difficult to prove, but as Newton pointed out, the alternative raises much greater difficulty 'for then we have to account for some mode of communicating precise information by one bird to another.' But the young as well as the parents are prone to return to the original haunts, as it has long been known that birds of prey drive away their offspring from their own haunts. 'The practice, however,' said Newton, 'is not limited to birds of prey alone, but is much more universal (*op. cit.* p. 554). There is much ground for believing that one of the main causes of migration in fishes is due to an hereditary tendency, an 'instinct' it may be called, for want of a better term, which is so strong, that even temperature of the surrounding water is less potent as a stimulus, and apart from the question of food and of breeding, this tendency to move over geographical areas with unerring certainty as to time and direction is one of the most perplexing and powerful that the scientific student can contemplate. It is true that, as Professor Hind stated, 'the question of inshore and offshore mackerel fishing grounds becomes, in a great measure, reduced in the Gulf of St. Lawrence, to the different conditions of marine climate which prevail where the Labrador current is the controlling agent, or where the Gulf stream asserts its power and influence during the summer season, but an inherent tendency exists also.'

Dr. W. Bell Dawson has for successive seasons covering a number of years carried on elaborate and accurate investigations in the Gulf of St. Lawrence, and though it is early yet to attempt any generalizations between the results of these current and tide observations, and the movements of the great schools of fish in the Gulf, such as cod, haddock and mackerel. The general result, however, is to show that the outflow from the Gulf is compensated by an inflow both in the Straits of Belle Isle and Cabot straits and that the changes effected by this compensating circulation are what may be called superficial rather than deep-water. At greater depths than 50 or 60 fathoms these important currents have probably little or no effect. As Dr. Dawson has reported: 'In reviewing the movements of the water, with a view to tracing the general circulation of the Gulf, it is the principle of the balance of flow which is the most evident. Wherever a current of a constant character occurs, there is a corresponding return current to make up for it. Thus in Cabot strait, the outflowing water in the Cape Breton current is balanced by the inflow at Cape Ray; the northeastward current on the west coast of Newfoundland is balanced by the contrary direction of the movement on the opposite shore; and we have fairly good indications of a return flow to compensate for the Gaspé current.

'It is this balance of flow which points to the nature and direction of the circulation of water in the Gulf. If we begin to trace it from Cabot strait, where the balance between the gulf and the ocean takes place, the inflow at Cape Ray appears to diffuse itself more or less widely over the central part of the gulf, but it regains its strength further north on the west coast of Newfoundland, and makes a deep bend into the northeastern angle of the gulf, and returns westward along the north shore. On reaching Cape Whittle, it still makes westward; and, whether as an actual set, or by displacing water which comes more directly from Cape Ray, it appears to work around the eastern end of Anticosti, and so compensates for the outflow of the Gaspé current from the estuary of the St. Lawrence. This current after rounding the Gaspé coast,

makes southeastward as a general set or drift across the gulf to the western side of Cabot strait; and its waters there leave the gulf in the outflow of the Cape Breton current.

'It also appears that the whole of the balance or compensation in the gulf currents takes place at the surface and in ordinary under-currents, which do not probably extend to a greater depth than some 50 or 60 fathoms. There is nothing, therefore, to show the necessity for any appreciable movement in the deep water from 60 to 80 fathoms downward, which lies in the deep channels of the gulf. Where direct observations have been obtained, this deep water appears to lie quiescent, without any movement that can be detected.'

But to the ordinary mind the outflow of such a vast river as the St. Lawrence, the largest river in North America, must appear to profoundly affect the gulf waters, both as to salinity, temperature, &c.; but Dr. Dawson has pointed out that the 'volume discharged by the St. Lawrence has been measured above Lake St. Peter at different seasons; and with the addition of the Richelieu, St. Maurice, Saguenay, and other tributaries along its estuary, the total volume of fresh water discharge would probably amount in all to 340,000 cubic feet per second. This volume of fresh water will mingle with sea water for which we may assume a density of 1·0240; as this may be taken to represent either the mean density of Atlantic coast water to a moderate depth, or the density of the salter water in the gulf itself. Under these conditions, the fresh water of the St. Lawrence would be sufficient to furnish a stream of water reduced to the lower density of 1·0230 which would be twelve miles wide and 68 feet deep, and moving with a speed of one knot per hour. This would represent the average density of the Gaspé current, and would probably be an approximation to its average speed and its volume;' but the outflow known as the Gaspé current is immensely greater than the volume of the St. Lawrence river outflow. As Dr. Dawson has estimated 'such a current has a volume forty-three times greater than the St. Lawrence river. The volume of the Cape Breton current also, is probably much the same. These outflows must therefore be replaced by a return movement at the entrance to the lower St. Lawrence; somewhere in the Anticosti region, and also by a return flow from the ocean into the gulf area; as the discharge of the St. Lawrence furnishes less than 3 per cent of the amount required in either case.'

The north shore current as well as the current flowing direct from Cabot strait must be taken into account in explanation of this vast volume of outflow. Dr. Dawson, indeed has pointed out that while 'the volume of fresh water from the St. Lawrence, as already explained, may be sufficient to dilute the sea water to the low density found in the Gaspé current or in the corresponding current flowing outward through Cabot strait, the total volume of water which actually leaves the gulf is vastly greater than the volume of fresh water which it receives from the St. Lawrence river. The volume so leaving the gulf must, therefore, be replaced by water which enters it from the ocean.

'The current which usually makes inwards on the east side of Cabot strait, may be sufficient to compensate for the outflowing water of the Cape Breton current; although it is also possible that the outflow from the gulf may be partly made up for, by the difference of flow in the inward direction through Belle Isle strait; which in some years may be considerable in the early spring. The relation of the current in this strait to the gulf as a whole, has already been explained; as well as the probable amount of inflow at Cape Ray, in continuation of the general westward tendency of the water along the south coast of Newfoundland. The quiescence of the deep water in Cabot strait has also been pointed out, in this connection.' The general result of these counter currents, as affecting the distribution of floating ova and young of cod, haddock and mackerel, would appear to be that the spawn is kept inside the gulf limits and not swept out into the open ocean, while the young fish are probably carried in circular courses in local areas, never very distant from the hatching areas.

I have the materials well advanced for a report on the results of this system of currents on the distribution of floating ova which vast schools of cod and

mackerel deposit in the surface waters. The movements of the early fry must of necessity be more complex and vastly less easy to ascertain than is the case on the north and west shores of Iceland or the corresponding Norse shores in both of which regions elaborate scientific results have been published.

It is well known that spawning fish refuse to readily take bait and the early schools of cod captured in June have already spawned, some of them probably a month or six weeks earlier, while the fall cod, especially the deep water fish, are undoubtedly the fish that have left the shallower waters and the surface waters to feed on the rich fauna on the floor of the sea. Nor is it very different with the mackerel which early in June are distended with ripe spawn, and refusing to take bait, as all spawning fish do, were mercilessly slaughtered by purse-seines, &c. By the end of July spawning is over, and the fish commence to feed up from that period, though their condition is not favourable for a month or more, or not until the first ten or twelve days of August. Such being the facts regarding the gulf mackerel and cod it is easy to see that both these fisheries can be restored where decayed, or preserved permanently when the abundance of fish has been maintained by as far as possible securing that the main fishery shall be after the spawning is over, and if possible after the fish have been feeding for three or four weeks and have recovered their condition. Inshore fishing for cod very early in the season is not to be encouraged, and early destruction of the spawning schools of mackerel is likewise unjustifiable. The millions of spawn produced by one female cod or mackerel indicates how easy restoration is, if only a sufficient number of spawners be allowed undisturbed to perform their spawning functions. The eggs and young are of course destroyed in quantity by their natural enemies, and these are, therefore produced on a large scale, but the balance of nature is such that if not too seriously disturbed by such exterminating instruments as the exhausting purse-seine, scooping in complete schools of spawning fish, there is no fear for the continued abundance of such marine fish. The aid of fish culture and the operation of marine fish hatcheries being too problematical and uncertain to solve the difficulty, the protection of the breeding schools when they migrate and reach their spawning areas is the only sure and safe step on which reliance can be placed.

APPENDIX No. 1.

FISHING BOUNTIES.

The payments made for this service are under the authority of the Revised Statutes, 1906, chap. 46, intituled : 'An Act to encourage the development of the sea fisheries and the building of fishing vessels,' which provides for the payment of the sum of $160,000 annually, under regulations to be made from time to time by the Governor General in Council.

REGULATIONS.

The regulations governing the payment of fishing bounties were established by the following Order in Council :—

AT THE GOVERNMENT HOUSE AT OTTAWA,
TUESDAY, the 30th day of June, 1908.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

Whereas, in view of the Revision of the Statutes of Canada in 1906, it is necessary that the regulations governing the payment of fishing bounties which were adopted by Order in Council on the 10th December, 1897, be readopted under chapter 46 of Revised Statutes of Canada, 1906, "The Deep Sea Fisheries Act" ;

And whereas new conditions require certain changes in the existing regulations in order to establish a better interpretation of the bounty system ;

Therefore His Excellency, the Governor General in Council is pleased to order that the Regulations established by the Order in Council of the 10th December, 1897, under the provisions of 'The Bounty Act, of 1891,' 54-55 Victoria, chapter 42, shall be, and the same are, hereby rescinded, and the following substituted therefor :—

1. Resident Canadian fishermen who have been engaged in deep sea fishing in Canadian vessels or boats for fish other than shell-fish, salmon and shad, or fish taken in rivers, or mouths of rivers, for at least three months, and have caught not less than 2,500 pounds of sea-fish, shall be entitled to a bounty ; provided always, that no bounty shall be paid to men fishing in boats measuring less than 13 feet keel, and not more than 3 men (the owner included,) will be allowed as claimants in boats under 20 feet.

2. No bounty shall be paid upon fish caught in trap-nets, pound nets and weirs, nor upon the fish caught in gill-nets fished by persons who are pursuing other occupations than fishing, and who devote merely an hour or two daily to fishing these nets but are not, as fishermen, steadily engaged in fishing.

3. Only one claim will be allowed in each season, even though the claimant may have fished in two vessels, or in a vessel and a boat, or in two boats.

4. The owners of boats measuring not less than 13 feet keel, whether propelled by oars, sails or other motive power, which have been engaged during a period of not less than three months in deep sea fishing for fish other than shell-fish, salmon or shad, or fish taken in rivers or mouths of rivers, shall be entitled to a bounty on each such boat.

5. Canadian registered vessels, owned and fitted out in Canada, of 10 tons and upwards (up to 80 tons), by whatever means propelled contained within themselves, which have been exclusively engaged during a period of not less than three months in the catch of sea-fish other than shell-fish, salmon or shad, or fish taken in rivers, or mouths of rivers, shall be entitled to a bounty to be calculated on the registered tonnage which shall be paid to the owner or owners.

6. Owners or masters of vessels intending to fish and claim bounty on their vessels must, before proceeding on a fishing voyage, procure a license from the nearest Collector of Customs or Fishery Overseer, said license to be attached to the claim when sent in for payment.

7. The date when a vessel's fishing operations shall be considered as having begun, shall be the day upon which she sails from port on her fishing voyage, after the license has been procured, and the date upon which her fishing season shall end, shall be the day upon which she arrives in port from her last fishing voyage prior to the 1st December. The three months during which vessel must have been engaged in fishing, to be entitled to the bounty, shall not include such periods as she may have been lying in port, provided that not more than three days may be permitted for the sale, transfer or discharge of her cargo of fish and refitting.

8. Dates and localities of fishing must be stated in the claim, as well as the quantity and kind of sea-fish caught.

9. Ages of men must be given. Boys under 14 years of age are not eligible as claimants.

10. Claims must be sworn to as true and correct in all their particulars.

11. Claims must be filed on or before the 30th November in each year.

12. Officers authorized to receive claims will supply the requisite blanks free of charge, and after certifying the same will transmit them to the Department of Marine and Fsheries.

13 No claim in which an error has been made by the claimant or claimants shall be amended after it has been signed and sworn to as correct.

14. Any person or persons detected making returns that are false or fraudulent in any particular may be debarred from any further participation in the bounty, and be liable to be prosecuted according to the utmost rigour of the law.

15. The amount of the bounty to be paid to fishermen and owners of boats and vessels will be fixed from time to time by the Governor in Council.

16. All vessels fishing under bounty license are required to carry a distinguishing flag, which must be shown at all times during the fishing voyage at the main top-mast head. The flag must be four feet square in equal parts of red and white, joined diagonally from corner to corner. Any case of neglect to carry out this regulation reported to the Department of Marine and Fisheries will entail the loss of the bounty, unless satisfactory reasons are given for its non-compliance.

RODOLPHE BOUDREAU,
Clerk of the Privy Council.

The bounty for the year 1907 was distributed on the basis authorized by the following Order in Council, approved by the Governor General on the 29th January, 1908.

His Excellency the Governor General in Council is pleased to order, and it is hereby ordered that the sum of one hundred and sixty thousand dollars, payable under the provisions of chapter 46 of the Revised Statutes, 1906, intituled: 'An Act to encourage the development of the Sea Fisheries and the building of fishing vessels,' be distributed for the year 1907-1908, upon the following basis:—

Vessels: The owners of the vessels entitled to receive bounty shall be paid one dollar ($1) per registered ton, provided, however, that the payment to the owner of any one vessel shall not exceed the sum of eighty dollars ($80), and all vessel fishermen entitled to receive bounty shall be paid the sum of seven dollars and forty cents ($7.40) each.

Boats: Fishermen engaged in fishing in boats, who shall also have complied with

the regulations entitling them to receive bounty, shall be paid the sum of four dollars each, and the owners of fishing boats shall be paid one dollar ($1) per boat.

RODOLPHE BOUDREAU,
Clerk of the Privy Council.

There were received during the year 1907, 13,267 claims being a decrease of 266 as compared with 1906.

The number paid during the year was 13,193, a decrease of 310 as compared with the previous year.

The amount of bounty paid to vessels and their crews was $61,785.60 and to boats and boat fishermen $94,328.90 or a total of $156,114.50 during the year.

Vessels to the number of 927 received the bounty, the aggregate tonnage being 21,831 tons, a decrease of 30 vessels and 2,801 tons, compared with 1906.

During the year bounty was paid to 12,266 boats and 20,520 boat fishermen, a decrease of 280 boats and 351 men.

DETAILED STATEMENT of Fishing Bounty Claims received and paid during the year 1907.

Province.	County.	Number of Claims.		
		Received.	Rejected.	Paid.
Nova Scotia	Annapolis	172	1	171
	Antigonish	142		142
	Cape Breton	433	8	425
	Cumberland	2		2
	Digby	469	2	467
	Guysborough	955	2	953
	Halifax	1,341	1	1,340
	Hants			
	Inverness	355		355
	Kings	58	2	56
	Lunenburg	1,044	6	1,038
	Pictou	22		22
	Queens	201	11	190
	Richmond	729	4	725
	Shelburne	653		653
	Victoria	347		347
	Yarmouth	201		201
	Totals	7,124	37	7,087
New Brunswick	Charlotte	448	5	443
	Gloucester	375	3	372
	Kent	41		41
	Northumberland	6		6
	Restigouche	1		1
	St. John	33	1	32
	Totals	904	9	895
Prince Edward Island	Kings	585	9	576
	Prince	282	2	280
	Queens	153	5	128
	Totals	1,060	16	984
Quebec	Bonaventure	788	4	784
	Gaspé	2,489	7	2,482
	Rimouski	168		108
	Saguenay	854	1	853
	Totals	4,239	12	4,227
	Grand totals	13,267	74	13,193

DETAILED STATEMENT of Fishing Bounties paid to Vessels in each County during the Year 1907.

Province.	County.	Number of Vessels.	Tonnage.	Average Tonnage.	Number of Men.	Amount paid.
						$ cts.
Nova Scotia	Annapolis	4	57	14 25	22	219 50
	Antigonish	3	45	15 00	9	111 60
	Cape Breton	15	268	17 86	77	837 80
	Cumberland	1	23	23 00	3	45 20
	Digby	48	1,220	25 42	297	3,417 80
	Guysborough	58	916	17 52	255	2,803 00
	Halifax	56	1,210	21 60	299	3,418 10
	Hants					
	Inverness	27	377	13 96	113	1,213 20
	Kings					
	Lunenburg	115	7,738	67 28	1,663	29,044 20
	Pictou	1	16	16 00	2	30 80
	Queens	2	24	12 00	9	90 60
	Richmond	52	1,095	21 06	278	3,152 20
	Shelburne	147	2,284	15 54	674	7,271 60
	Victoria	10	131	13 10	45	463 40
	Yarmouth	73	1,637	22 42	432	4,833 80
	Totals	612	17,041	27 84	4,178	47,952 80
New Brunswick	Charlotte	51	891	17 47	168	2,134 20
	Gloucester	207	2,711	13 09	822	8,793 80
	Kent					
	Northumberland	3	33	11 00	8	92 20
	Restigouche	1	26	26 00	3	48 20
	St. John	3	59	19 67	9	125 60
	Totals	265	3,720	14 04	1,010	11,194 00
Prince Edward Island	Kings	29	669	23 07	123	1,579 20
	Prince	6	157	26 17	31	386 40
	Queens	6	90	15 00	24	267 60
	Totals	41	916	22 34	178	2,233 20
Quebec	Bonaventure					
	Gaspé	7	106	15 14	29	320 60
	Rimouski					
	Saguenay	2	48	24 00	5	85 00
	Totals	9	154	17 11	34	405 60
	Grand totals	927	21,831	23 55	5,400	61,785 60

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DETAILED STATEMENT of Fishing Bounties paid to Boats in each County during the Year 1907, showing also total amount paid to Vessels and Boats for the Year.

Province.	County.	Number of Boats.	Number of Men.	Amount paid.	Total Bounty paid to Vessels and Boats in 1907.
				$ cts.	$ cts.
Nova Scotia	Annapolis	167	270	1,247 00	1,466 50
	Antigonish	139	208	971 00	1,082 60
	Cape Breton	410	748	3,402 00	4,239 80
	Cumberland	1	2	9 00	54 20
	Digby	419	714	3,275 00	6,692 80
	Guysborough	895	1,379	6,411 00	9,214 00
	Halifax	1,284	1,720	8,162 15	11,580 25
	Hants	.....	.....	.....	.....
	Inverness	328	573	2,620 00	3,833 20
	Kings	56	83	388 00	388 00
	Lunenburg	923	1,137	5,471 00	25,515 20
	Pictou	21	29	137 00	167 80
	Queens	188	311	1,432 00	1,522 60
	Richmond	673	1,657	4,901 00	8,053 20
	Shelburne	506	789	3,662 00	10,933 60
	Victoria	337	517	2,404 75	2,868 15
	Yarmouth	128	202	936 00	5,769 80
	Totals	6,475	9,739	45,428 90	93,381 70
New Brunswick	Charlotte	392	610	2,832 00	4,966 20
	Gloucester	165	411	1,807 50	10,601 30
	Kent	41	74	337 00	337 00
	Northumberland	3	6	27 00	119 20
	Restigouche	.....	.....	.....	48 20
	St. John	29	57	257 00	382 60
	Totals	630	1,158	5,260 50	16,454 50
Prince Edward Island	Kings	547	923	4,239 00	5,818 20
	Prince	274	568	2,545 75	2,932 15
	Queens	122	259	1,158 00	1,425 60
	Totals	943	1,750	7,942 75	10,175 95
Quebec	Bonaventure	784	1,343	6,154 50	6,154 50
	Gaspé	2,475	4,886	22,011 25	22,332 85
	Rimouski	108	178	820 00	820 00
	Saguenay	851	1,466	6,710 00	6,795 00
	Totals	4,218	7,873	35,695 75	36,102 35
	Grand totals	12,266	20,520	94,327 90	156,114 50

GENERAL STATISTICS.

The fishing bounty was first paid in 1882.

The payments were made each year on the following basis:—

1882, vessels $2 per ton, one half to the owner and the other half to the crew, Boats at the rate of $5 per man, one-fifth to the owner and four-fifths to the men.

1883, vessels $2 per ton, and boats $2.50 per man, distributed as in 1882.

1884, vessels $2 per ton, as in 1882 and 1883.

Boats from 14 to 18 feet keel	$1 00
" 18 to 25 "	1 50
" 25 feet keel upwards	2 00
Boat fishermen	3 00

1885, 1886 and 1887, vessels $2 per ton as in previous years. Boats measuring 13 feet keel having been admitted in 1885, the rates were:—Boats from 13 to 18 feet keel, $1; from 18 to 25 feet keel, $1.50; from 25 feet keel upwards, $2, and fishermen $3 each.

1888, vessels $1.50 per ton, one half each to owner and crew. Boats, the same as 1885, 1886 and 1887.

1889, 1890 and 1891, vessels $1.50 per ton as in 1888. Boats $1 each. Boat fishermen, $3.

1892, vessels $3 per ton, one-half each to owner and crew. Boats $1 each. Boat fishermen $3.

1893, vessels $2.90 per ton, paid as formerly. Boats $1 each. Boat fishermen $3.

1894, vessels $2.70 per ton, distributed as in previous years. Boats $1 each. Boat fishermen $3.

1895, vessels $2.60 per ton, half each to owner and crew. Boats $1 each. Boat fishermen $3.

1896, vessels $1 per ton, which was paid to the owners, and vessel fishermen $5 each, clause No. 5 of the regulation having been amended accordingly. Boats $1 each, and boat fishermen $3.50 per man.

1897, vessels $1 per ton, and vessel fishermen $6 each. Boats $1 each, and boat fishermen $3.50 per man.

1898, vessels $1 per ton, and vessel fishermen $6.50 each. Boats $1 each, and boat fishermen $3.50 per man.

1899, vessels $1 per ton, and vessel fishermen $7 each. Boats $1 each, and boat fishermen $3.50 per man.

1900, vessels $1 per ton, and vessel fishermen $6.50 each. Boats $1 each, and boat fishermen $3.50 per man.

1901, vessels $1 per ton, and vessel fishermen $7 each. Boats $1 each, and boat fishermen $3.50 per man.

1902, vessels $1 per ton, and vessel fishermen $7.25 each. Boats $1 each, and boat fishermen $3.80 per man.

1903, vessels $1 per ton, and vessel fishermen $7.30 each. Boats $1 each, and boat fishermen $3.90 per man.

1904, vessels $1 per ton, and vessel fishermen $7.15 each. Boats $1 each, and boat fishermen $3.75 per man.

1905, vessels $1 per ton, and vessel fishermen $7.10 each. Boats $1 each and boat fishermen $3.65 per man.

1906, vessels $1 per ton, and vessel fishermen $7.10 each. Boats $1 each and boat fishermen $3.75 per man.

1907, vessels $1 per ton, vessel fishermen $7.40 each. Boats $1 each and fisherman $4 per man.

Since 1882, 21,537 vessels, totalling a tonnage of 731,493 tons, have received the bounty. The total number of vessel fishermen which received bounty is 161,406, being an average of about 7 men per vessel.

The total number of boats to which bounty was paid since 1882 is 349,068, and the number of fishermen 633,546. Average number of men per boat about 2.

The highest bounty paid per head to vessel fishermen was $21.75 in 1893; the lowest 83 cents, while the highest to boat fishermen was $4, the lowest $2.

The general average paid per head is $6.42.

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COMPARATIVE STATEMENT by Provinces for the Years 1882 to 1907, inclusive, showing:—
(1) Total number of Fishing Bounty Claims received and paid by the Department of Marine and Fisheries.

YEAR.	NOVA SCOTIA.		NEW BRUNSWICK.		P. E. ISLAND.		QUEBEC.		TOTAL.	
	Received.	Paid.	Received.	Paid.	Received.	Paid.	Received.	Paid.	Received.	Paid.
1882...	6,730	6,613	1,257	1,142	1,169	1,100	3,162	3,117	12,318	11,972
1883...	7,171	7,076	1,693	1,579	1,138	1,106	3,602	3,325	13,604	13,086
1884...	7,007	6,930	1,252	1,224	923	885	3,470	3,429	12,652	12,468
1885...	7,646	7,599	1,609	1,588	1,117	1,025	3,943	3,912	14,315	14,124
1886...	7,639	7,702	1,767	1,763	1,131	1,080	4,275	4,355	14,812	14,900
1887...	8,262	8,227	1,975	1,958	1,201	1,126	4,138	4,105	15,576	15,416
1888...	8,481	8,429	2,065	2,026	1,153	834	4,328	4,310	16,027	15,599
1889...	8,816	8,523	2,428	2,392	1,211	1,511	4,664	4,652	17,119	17,078
1890...	9,337	9,429	2,522	2,469	1,352	1,257	4,860	4,804	18,071	17,959
1891...	10,242	10,063	2,831	2,084	1,482	1,446	5,108	4,913	19,663	18,506
1892...	8,272	8,186	1,067	1,001	1,065	1,051	4,425	4,204	14,829	14,442
1893...	7,926	7,844	967	881	1,027	1,012	4,059	3,898	13,979	13,635
1894...	8,640	8,600	925	911	983	963	3,948	3,876	14,496	14,350
1895...	8,835	8,825	979	975	1,009	1,025	3,904	3,955	14,727	14,780
1896...	8,597	8,562	1,137	1,064	1,111	1,120	4,366	4,229	15,211	14,975
1897...	8,450	8,418	1,042	991	1,175	1,171	4,180	4,149	14,847	14,729
1898...	8,446	8,347	934	917	1,143	1,145	4,156	4,092	14,679	14,501
1899...	7,894	7,754	849	825	1,016	947	4,134	4,102	13,893	13,628
1900...	7,484	7,452	904	904	1,119	1,169	4,264	4,251	13,771	13,776
1901...	7,346	7,344	829	826	941	937	4,277	4,267	13,393	13,374
1902...	6,710	6,671	802	794	913	912	4,371	4,346	12,796	12,723
1903...	6,297	6,284	832	830	978	974	4,110	4,090	12,217	12,178
1904...	6,750	6,732	879	866	1,027	994	4,095	4,079	12,751	12,671
1905...	7,034	7,018	881	873	921	921	4,350	4,329	13,186	13,141
1906...	7,434	7,415	930	923	918	916	4,251	4,249	13,533	13,503
1907...	7,124	7,087	904	895	1,000	984	4,239	4,227	13,267	13,193
Totals.	204,570	203,130	34,260	32,701	28,223	27,611	108,679	107,265	375,732	370,707

(2) Number of vessels, tonnage and number of men which received Bounty in each year.

Year.	Nova Scotia.			New Brunswick.			P. E. Island.			Quebec.			Total.		
	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.
1882....	588	22,841	5,343	120	2,171	531	15	389	74	63	2,210	538	786	27,611	6,486
1883....	700	29,788	6,238	126	2,102	496	16	450	66	62	2,236	443	904	34,576	7,243
1884....	700	29,828	6,327	139	2,289	560	16	582	92	56	1,965	382	911	34,664	7,361
1885....	629	27,709	5,897	128	2,120	496	19	597	113	55	1,791	317	831	32,217	6,823
1886....	562	25,375	5,022	145	2,628	520	32	1,071	215	52	1,730	320	791	30,804	6,077
1887....	566	24,520	4,900	154	2,889	563	38	1,677	338	54	1,883	334	812	30,969	6,135
1888....	589	26,008	5,450	150	2,545	544	37	1,245	249	51	1,842	388	827	31,640	6,631
1889....	597	27,123	5,684	153	2,590	565	35	1,274	239	48	1,729	330	833	32,716	6,818
1890....	540	23,955	4,935	133	2,129	447	32	1,002	203	34	1,182	220	739	28,268	5,805
1891....	527	22,780	4,618	124	2,051	411	27	778	155	27	924	168	705	26,533	5,352
1892....	507	22,279	4,611	108	1,683	343	30	983	139	23	803	159	668	25,748	5,252
1893....	536	23,195	4,780	210	2,922	634	27	910	151	32	952	179	805	27,979	5,744
1894....	602	24,735	5,077	238	3,189	721	21	594	114	38	1,066	178	899	29,584	6,090
1895....	603	25,018	5,184	238	3,107	764	27	769	129	39	1,262	173	907	30,156	6,250
1896....	553	23,415	4,607	250	3,337	800	23	656	114	36	1,143	144	862	28,551	5,665
1897....	507	21,323	4,829	239	3,079	816	20	490	109	24	833	116	790	25,725	5,870
1898....	505	20,868	4,840	239	3,155	859	24	561	125	16	524	77	784	25,108	5,901
1899....	519	22,538	5,323	238	3,131	885	15	373	76	17	497	78	789	26,539	6,362
1900....	525	22,474	5,352	234	2,969	890	29	737	153	14	459	76	802	26,639	6,471
1901....	508	21,469	5,158	242	3,229	872	23	541	115	13	366	69	786	25,605	6,214
1902....	505	21,248	5,126	249	3,293	972	28	630	135	13	350	51	795	25,521	6,284
1903....	546	21,992	5,173	259	3,454	971	36	765	169	10	290	48	851	26,501	6,361
1904....	552	21,285	5,040	257	3,429	981	30	594	126	15	382	73	854	25,690	6,220
1905....	620	21,240	5,238	264	3,600	1,035	28	587	125	10	259	56	922	25,686	6,454
1906....	644	20,908	4,891	273	3,753	1,066	32	732	147	8	139	33	957	24,632	6,137
1907 ...	612	17,041	4,178	265	3,720	1,010	41	916	178	9	154	34	927	21831	5,400
Totals .	14,842	510,055	133,821	5,175	74,564	18,752	701	19,903	3,849	819	26,971	4,984	21,537	731,493	161,406

(3) Number of Boats and boat fishermen which received Bounty in each year.

Year.	Nova Scotia.		New Brunswick.		P. E. Island.		Quebec.		Total.	
	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.
1882	6,043	12,130	1,024	2,530	1,087	3,070	3,071	5,716	11,225	23,446
1883	6,458	13,553	1,453	3,309	1,098	3,106	3,266	6,188	12,275	26,156
1884	6,257	12,669	1,086	2,505	869	2,346	3,344	6,416	11,556	23,936
1885	6,970	13,396	1,460	3,254	1,006	2,606	3,857	7,485	13,293	26,741
1886	7,140	13,351	1,618	3,567	1,048	2,547	4,303	7,981	14,109	27,446
1887	7,662	13,997	1,804	3,994	1,088	2,711	4,051	7,550	14,605	28,252
1888	7,840	14,115	1,876	4,148	797	2,141	4,259	7,852	14,772	28,256
1889	7,926	14,118	2,237	5,032	1,475	3,568	4,602	8,807	16,240	31,525
1890	8,886	15,738	2,324	5,242	1,192	3,024	4,766	9,241	17,168	33,245
1891	9,525	16,552	1,928	4,126	1,383	3,427	4,865	9,402	17,701	33,507
1892	7,679	12,307	893	1,765	1,021	2,047	4,181	7,693	13,774	23,812
1893	7,308	11,748	671	1,314	985	1,962	3,866	7,245	12,830	22,269
1894	7,956	12,899	661	1,281	913	1,813	3,821	7,139	13,351	23,132
1895	8,222	13,106	737	1,434	998	2,141	3,916	7,877	13,873	24,558
1896	8,008	12,454	814	1,553	1,095	2,126	4,189	7,688	14,106	23,821
1897	7,911	12,542	752	1,351	1,151	2,147	4,125	7,572	13,939	23,612
1898	7,872	12,438	678	1,237	1,121	2,199	4,076	7,627	13,747	23,501
1899	7,235	11,305	587	1,027	932	1,710	4,085	7,696	12,839	21,738
1900	6,927	10,645	670	1,184	1,140	2,198	4,237	8,004	12,974	22,031
1901	6,836	10,464	584	1,001	914	1,735	4,254	8,017	12,588	21,217
1902	6,166	9,442	545	966	884	1,638	4,333	8,180	11,928	20,226
1903	5,738	8,775	571	964	938	1,722	4,080	7,688	11,327	19,149
1904	6,180	9,556	609	1,082	964	1,792	4,064	7,648	11,817	20,078
1905	6,398	9,822	609	1,047	893	1,630	4,319	8,002	12,219	20,501
1906	6,771	10,138	650	1,139	884	1,648	4,241	7,946	12,546	20,871
1907	6,475	9,739	630	1,158	943	1,750	4,218	7,873	12,266	20,520
Totals	188,389	316,999	27,471	57,210	26,819	58,804	106,389	200,533	349,068	633,546

(4) Total Number of men who received Bounty each year.

Year.	Nova Scotia.	New Brunswick.	P. E. Island.	Quebec.	Total.
	No. of Men.	No. of Men.	No. of Men.	No. of Men.	
1882	17,473	3,061	3,144	6,254	29,932
1883	19,791	3,805	3,172	6,631	33,399
1884	18,936	3,065	2,438	6,798	31,297
1885	19,293	3,750	2,719	7,802	33,564
1886	18,373	4,087	2,762	8,301	33,523
1887	18,897	4,557	3,049	7,884	34,387
1888	19,565	4,692	2,390	8,240	34,887
1889	19,802	5,597	3,807	9,137	38,343
1890	20,673	5,689	3,227	9,461	39,050
1891	21,170	4,537	3,582	9,570	38,859
1892	16,918	2,108	2,186	7,852	29,064
1893	16,528	1,948	2,113	7,424	28,013
1894	17,976	2,002	1,927	7,317	29,222
1895	18,290	2,198	2,270	8,050	30,808
1896	17,061	2,353	2,240	7,832	29,486
1897	17,371	2,167	2,256	7,688	29,482
1898	17,278	2,096	2,324	7,704	29,402
1899	16,628	1,912	1,786	7,774	28,100
1900	15,997	2,074	2,351	8,080	28,502
1901	15,622	1,873	1,850	8,086	27,431
1902	14,568	1,938	1,773	8,231	26,510
1903	13,948	1,935	1,891	7,736	25,510
1904	14,596	2,063	1,918	7,721	26,298
1905	15,060	2,082	1,755	8,058	26,955
1906	15,029	2,205	1,795	7,979	27,008
1907	13,917	2,168	1,928	7,907	25,920
Totals	450,820	75,962	62,653	205,517	794,952

(5) TOTAL annual payments of fishing Bounty.

YEAR.	Nova Scotia.	New Brunswick.	P. E. Island.	Quebec.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1882	106,098 72	16,997 00	16,137 00	33,052 75	172,285 47
1883	89,432 50	12,395 20	8,577 14	19,940 01	130,344 85
1884	104,934 09	13,576 00	9,203 96	28,004 93	155,718 98
1885	103,999 73	15,908 25	10,166 65	31,464 76	161,539 39
1886	98,789 54	17,894 57	10,935 87	33,283 61	160,903 59
1887	99,622 03	19,699 65	12,528 51	31,907 73	163,757 92
1888	89,778 90	18,454 92	9,092 96	32,858 75	150,185 53
1889	90,142 51	21,026 79	13,994 53	33,362 71	158,526 54
1890	91,235 64	21,108 33	11,686 32	34,210 72	158,241 01
1891	92,377 42	17,235 96	12,771 30	34,507 17	156,891 85
1892	109,410 39	10,864 61	9,782 79	29,694 35	159,752 14
1893	108,060 67	12,524 09	9,328 62	28,320 72	158,234 10
1894	111,460 03	12,690 80	7,875 79	28,040 18	160,066 80
1895	110,765 27	12,919 32	9,285 13	30,598 27	163,567 99
1896	98,048 95	13,602 88	9,745 50	32,992 44	154,389 77
1897	102,083 50	13,454 50	9,809 00	32,157 00	157,504 00
1898	103,730 00	13,746 00	10,188 00	31,795 00	159,459 00
1899	106,598 50	13,514 50	7,822 00	32,065 00	160,000 00
1900	101,448 00	13,562 50	10,589 00	33,203 00	158,802 50
1901	101,024 50	13,420 50	8,335 50	33,161 50	155,942 00
1902	100,455 70	14,555 80	8,716 55	36,125 45	159,853 50
1903	99,714 15	14,872 75	9,652 50	34,704 30	158,943 70
1904	99,286 44	15,110 80	9,179 35	33,651 65	157,228 24
1905	100,664 35	15,379 50	8,317 20	34,185 60	158,546 65
1906	99,518 80	16,247 55	8,839 40	34,410 00	159,015 75
1907	93,381 70	16,454 50	10,175 95	36,102 35	156,114 50
Totals	2,612,062 03	397,217 27	262,736 52	833,799 95	4,105,815 77

List of Vessels which received Fishing Bounty in the Year 1907–1908.

PROVINCE OF NOVA SCOTIA.

ANNAPOLIS COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
103066	Eddie J.	Yarmouth	23	James W. Snow	Port Wade	9	89 60
111998	Jessie K.	Annapolis	11	Thos. Milner	Parker's Cove	3	33 20
85533	Minnie C.	Digby	12	Stephen Haynes	Victoria Beach	5	49 60
77969	Wave Queen.	St. Andrews	11	David Hayden	Port Wade	3	33 20

ANTIGONISH COUNTY.

103542	Emma Brow	Halifax	17	John Brow	Hbr. au Bouche	3	39 20
116882	Fiona	Arichat	10	J. T. Crispo	"	3	32 20
111798	Marie C.	Pt. Hawkesbury	18	Jno. Munro, et al	Auld's Cove	3	40 20

CAPE BRETON COUNTY.

100846	Albatross	Lunenburg	26	Jno. Arsenault	L. Bras d'Or	5	63 00
100389	Annie F.	Sydney	13	Jno. Farrell	Mainadieu	3	35 20
100372	Betsy Jane	"	11	Samuel Moore	L. Bras d'Or	4	40 60
90834	Diego	Port Medway	27	Thos. Peach	Port Morien	7	78 80
88462	Fannie S.	Arichat	28	J. N. Giovannetti	"	7	79 80
100383	Florence L.	Sydney	10	Jno. Campbell	Mainadieu	4	39 60
116883	Grayling	Arichat	25	Geo. Herridge	North Sydney	3	47 20
122026	Hy. D. Davis	Liverpool	38	Frank Forward	Lingan	12	128 80
121940	Manetto	Halifax	21	"	"	10	95 00
107375	Minnie B.	Sydney	10	Gabriel Billard	Louisburg	4	39 60
107376	Rozzie	"	17	R. Fudge	North Sydney	4	46 60
111902	St. Thomas	Arichat	10	Alex. Lee	L. Lorraine	3	32 20
112386	Shamrock	Sydney	11	Jacob Rogers	North Sydney	3	33 20
107359	Victoria	"	11	Benj. Boon	Bateston	4	40 60
107351	Wilfred Laurier	"	10	Philip May	North Sydney	3	32 20

CUMBERLAND COUNTY.

111425	Effie Howard	Halifax	23	E. R. Heather	Pugwash	3	45 20

DIGBY COUNTY.

112286	A. E. Moore	Digby	11	Jno. Thompson	Westport	4	40 60
111523	Alart	"	11	Benj. Doucette	Mavilette	1	18 40
116235	Alcyone	"	52	Howard Anderson	Digby	10	126 00
107807	America	St. John	16	Reuben Thurber	Freeport	5	53 00
112102	Ariadne	"	48	H. D. Outhouse	Tiverton	13	144 20
100547	B and C.	Digby	14	Edwin Hains	Freeport	5	51 00
100813	Blanche	Barrington	24	N. Robbins	Tiverton	9	90 60
74331	Condor	Yarmouth	11	Howard Titus	Westport	5	48 00
116236	Cora May	Digby	64	C. E. Finigan	Freeport	19	204 60
103181	Curlew	"	63	Geo. Denton	Westport	6	107 40
103749	Emerald	"	29	Ansel Casey	Digby	9	95 60
116446	Emerson Faye	"	47	Edwin Hains	Freeport	12	135 80
121657	Emily C.	Yarmouth	11	Alb't. Thompson	Westport	4	40 60

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LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

DIGBY COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
107604	Emma D	Weymouth	20	F. S. Doucette	Mavilette	5	57 00
111527	Etta H	Digby	10	Warren Buckman	Westport	3	32 20
74329	Fairy Queen	Yarmouth	13	S. & F. Frost	Little River	4	42 60
112282	Florence H	Digby	20	Jas. A. Moore	Westport	3	42 20
122249	Florence May	St. Andrews	14	Geo. Farnsworth	Tiverton	4	43 60
122097	George L	Yarmouth	13	Jno. J. LeBlanc	Mavilette	4	42 60
111683	Greenwood	Shelburne	71	E. P. Greenwood	N. E. Harbour	12	159 80
111688	Hazelwood	"	29	Geo. C. Stevens	Freeport	9	95 60
111530	Island Girl	Digby	10	Esrom Thurber	"	4	39 60
116234	J. W	"	14	Whale Cove Tr'd'g Co.	Whale Cove	4	43 60
111525	James W. Cousins	Digby	29	J. F. Milberry	Digby	3	102 20
111838	Lavina D	"	21	Jas. Doucette	Mavilette	5	58 00
122571	Lita C	Yarmouth	13	Michel Comeau	"	4	42 60
75851	Little Annie	Weymouth	16	Thomas Denton	Little River	2	30 80
122101	Lizzie B	Yarmouth	18	L. Boudreau	Mavilette	4	47 60
122144	Lizzie D	"	12	E. C. Deveau	Salmon River	3	34 20
121816	Loren B. Snow	Digby	85	Jos. E. Snow	Digby	18	213 20
116237	Maple Leaf	"	10	A. R. Bailey	Westport	4	39 60
122241	Margaret Leonard	St. Andrews	37	Wm. McGrath	Digby	11	118 40
103184	Mayflower	Digby	26	Jno. W. Snow	"	5	63 00
111896	May Queen	Weymouth	15	Moses Thibodeau	Church Point	3	37 20
116232	Nettie M	Digby	12	Wm. McDormand	Westport	5	49 00
116660	Nora	Yarmouth	11	P. Doucett	Mavilette	5	48 00
111834	Rosan	Digby	11	F. J. Doucette	"	3	33 20
111835	Roxana	"	11	Wm. W. Gower	Westport	4	40 60
107610	St. Bernard	Weymouth	24	Jos. D. Weaver	St. Bernard	2	38 80
107334	Shamrock	Yarmouth	17	Rudolph Thurber	Freeport	5	54 00
111840	Sparrow	Digby	28	Moses Therriau	Meteghan	3	50 20
121814	Surge	"	17	Joseph D. White	Port Gilbert	2	31 80
103179	Trilby	"	31	F. S. Lent	Freeport	10	105 00
94694	Utah and Eunice	"	33	Edwin Hains	"	10	107 00
103716	Valkyrie	Yarmouth	11	Hilbert Garron	Westport	3	33 20
80630	Vanity	"	11	F. P. Titus	"	3	33 20
103711	Venite	Digby	24	J. A. Ellis	Mavilette	4	53 60
121812	Wilfrid L. Snow	"	36	Edward Keans	Digby	8	95 20

GUYSBORO COUNTY.

107992	Alice J. Davis	Canso	20	Edward Hearn	Canso	4	49 60
112021	Annie M	"	29	John Leary	Queensport	4	58 60
112016	Blanche	"	13	Simon Williams	Canso	5	50 00
112020	Bonny Kate	"	14	Rory Sutherland	"	5	51 00
112375	C. G. Munroe	Arichat	14	Chas. A. Mosher	"	5	51 00
116734	Cora Lee	Halifax	16	Harvey Munroe	White Head	5	53 00
103328	Ella May	Pt. Hawkesbury	34	Hibbert Carr	Mulgrave	5	71 00
117054	Emma Jane	Canso	16	John George	Up. White Head	7	67 80
116347	Ethel	Arichat	11	J. R. Sinclair	Canso	4	40 60
116890	Ethel G	"	12	Daniel George	Lr. White Head	5	49 00
117093	Florence D	"	11	Wm. Diggdon	White Head	3	33 20
107993	Florence May	Canso	11	John Kennedy	Canso	5	48 00
112373	Flying Cloud	Arichat	13	Simon Manett	Larry's River	3	35 20
100818	Geneva Ethel	Barrington	29	Martin Meagher	Canso	4	58 60
107996	Green Linnet	Canso	12	Thos. Boudrot, Jr.	Dover	4	41 60
117091	Hazel Maud	Arichat	10	Jas. Rhynold, Jr.	"	3	32 20
116740	Hilda M. Horton	Halifax	29	E. F. C. Horton	Port Beckerton	4	58 60
103470	Ida M. Burke	Arichat	16	Joseph Fougere	Larry's River	5	53 00
112374	J. B. Saint	"	18	Robert Hendsbee	Half Isl'd Cove	6	62 40
111910	Lizzie J. Greenleaf	"	11	J. H. Richard	Charlo's Cove	6	55 40
117097	Lizzie May	"	12	B. L. Pelrine	Larry's River	4	41 60

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

GUYSBORO' COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No of Crew paid.	Amount of Bounty paid.
							$ cts.
117078	Lottie M. Beatrice.	Arichat	17	Hiram Hendsbee, Sr.	Half Isl'd Cove.	6	61 40
117100	Louise Ellen	"	11	Daniel Casey	White Head	5	48 00
117094	Maggie Alice	"	11	John D. Cashin	Port Felix	3	33 20
112018	Maggie Bell	Canso	26	Jas. W. Grady	St. Francis H'b'r	7	77 80
117056	Margaret	"	16	Matthews & Scott	Canso	2	30 80
111909	Margaret May	Arichat	12	J. E. Sullivan	"	5	49 00
112371	Mary A.	"	11	Daniel Pitts	Charlo's Cove	4	40 60
116886	Mary J	"	11	J. J. Berrigan	Canso	6	55 40
117053	Mary M. Bell	Canso	10	Jno. Belfountaine	Port Felix	3	32 20
111475	Mary Matilda	Arichat	15	Fred. Pelrine	Larry's River	4	44 60
106816	Mattie Morrissey	Canso	24	Benj. David	Port Felix	7	75 80
107999	Maud S.	"	12	Havelock Munroe	Canso	4	41 60
107757	Mayflower	Charlottetown	18	J. [illegible] Lumsden	"	3	40 20
100446	Minnie May	Canso	11	C. H. Richard	Charlo's Cove	6	55 40
103547	Morning Glory	Halifax	11	J. J. Gerrior	Larry's River	4	40 60
117051	Muriel G	Canso	21	Alden Munroe	L White Head	4	50 60
80970	Orion	Halifax	24	Joseph Pelrine	Larry's River	4	53 60
112024	Reta S	Canso	13	William Shrader	Canso	3	35 20
112372	River Swan	Arichat	11	Geo. Berrigan	"	1	18 40
103461	St. Lidwina	"	11	A. J. Munroe	Cole Harbour	3	33 20
108000	St. Patrick	Canso	18	G. L. Avery	Larry's River	7	69 80
107318	St. Stephen	Halifax	19	Moses Cohoon	Canso	2	33 80
74139	Sadie	"	44	Isaiah Fougere	Larry's River	8	103 20
111413	Sigdrifa	Lunenburg	13	William Dort	Cole Harbour	3	35 20
112023	Silver Bell	Canso	14	E. B. Pelrine	Larry's River	4	43 60
116884	Silver Swan	Arichat	20	Joseph Bonvie	"	4	49 60
112025	Squanto	Canso	13	F. H. Hawes	Canso	4	42 60
96962	Sunrise	Yarmouth	18	Thurlo Munroe	L. White Head	6	62 40
116885	T. Lilly	Arichat	10	William Peart	Tor Bay	3	32 20
117055	Thelma	Canso	15	A. M. Roberts	Canso	1	22 40
117052	Thrush	"	10	David Myers	"	3	32 20
116532	Togo	Lunenburg	14	James Lukeman	Hazel Hill	6	58 40
103199	Trilby	Canso	12	Edwd. Flaherty	Canso	2	26 80
107994	True Love	"	10	David Walsh	"	2	24 80
107991	Two Brothers	"	14	Fredk. Jello	Port Felix	6	58 40
117057	Utowana	"	15	Frank Lohnes	Canso	5	52 00
116887	Wenona	Arichat	10	John Uloth	Cole Harbour	5	47 00

HALIFAX COUNTY.

94632	A. C. Greenwood	Shelburne	15	Ernest Mason	Tangier	4	44 60
122301	Active	Lunenburg	35	Frank Young	Musquodoboit H	8	94 20
116526	Adelaide	"	13	James F. Gray	Pennant	3	35 20
107313	Alice A	Halifax	16	Wm. McPherson	Tangier	4	45 60
122422	Annie G. W	"	17	Jas. Westhaver	Sober Island	2	31 80
121933	Annie May	"	24	J. A. Gerrard	Gerrard's Island	4	53 60
103858	B. & B. Holland	"	26	Richd. Holland	Duncan's Cove	7	77 80
117145	Dove	"	10	Geo. Myria, et al	PetpeswickH'b'r	4	39 60
111428	Duchess	"	12	David Morash	West Dover	5	49 00
112280	Edith L.	Digby	26	Maynard Young	"	3	48 20
122010	Ena T	Lunenburg	17	William Hubley	Indian Harbour	5	54 00
111434	Ermynthrude	Halifax	36	F. J. Darrach	Herring Cove	10	110 00
117141	Etha May	"	11	George Johnson	West Dover	4	40 60
100247	Fairy Queen	"	11	G. H. Nickerson	Sambro	3	33 20
116290	Flora M. J	"	78	John Julien, et al	Grand Desert	18	211 20
80829	Florence B	"	32	G. L. Baker	West Jeddore	4	61 60
100259	Florence G	"	15	Caleb. Gray	Sambro	4	44 60
111432	Gladys Elena	"	16	C. W. Twohig	Pennant	3	38 20
103544	Grace D.	"	10	Geo. Slaunwhite	Terence Bay	5	47 00

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LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

HALIFAX COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
116731	Grand Desert	Halifax	65	Martin Julien, et al	Grand Desert	18	198 20
116738	Gretta	"	14	Alton Russell, et al	Clam Harbour	3	36 20
116287	Handy Andy	"	15	J. P. Westhaver	Sober Island	5	52 00
112129	Hattie	Lunenburg	12	Arthur Jollymore	Indian Harbour	1	19 40
121934	Jeannie & Annie	Halifax	16	R. J. Mason	Tangier	5	53 00
116747	Jessie W	"	12	Leander Hubley	Indian Harbour	3	34 20
100216	Katie M	"	11	Charles Nelson	Halifax	2	25 80
103312	Laura	Pt. Hawkesbury	13	Reuben Cooper	Tangier	3	32 20
96797	Laura Phoebe	Halifax	18	Arthur Day	Jeddore	5	55 00
116203	Lauriel	"	16	Geo. Pelham	Herring Cove	8	75 20
116513	Laurie H	Lunenburg	16	Jer. Slaunwhite	Terence Bay	4	45 60
83402	Louisa Maud	Halifax	21	Harry Graves	East Dover	3	43 20
111440	M. A. Josey	"	17	L. M. Josey, et al	Spry Bay	4	46 60
111424	Maggie M	"	13	James Marryatt	Pennant	4	42 60
116733	Maggie May	"	17	F. J. Fleming	Ketch Harbour	6	61 40
111435	Maggie Wilson	"	36	Edward Dempsey	Herring Cove	12	124 80
111421	Maple Leaf	"	25	Eli Baker	East Jeddore	7	76 80
117150	Marie Stella	"	36	Simon Lapierre	Grand Desert	4	65 60
112387	Mary A. Dunphy	Sydney	18	Harry Gibbs	Halifax	6	62 40
117144	Mary E. Faulkner	Halifax	14	John Faulkner	West Jeddore	4	43 60
100227	May	"	10	M. Slaunwhite	Terence Bay	3	32 20
116736	Milo	"	23	J. W. Gorman	Herring Cove	5	60 00
116739	Minnie M. Dora	"	11	John Beaver	Spry Bay	3	36 20
116282	Monica A. Thomas	"	46	C. H. Thomas	Herring Cove	12	134 80
103539	Neva	"	11	Ephraim Marryatt	Pennant	2	25 80
116745	Perseverance	"	12	Rupert Shatford	Indian Hbr	3	34 20
116749	Reliance	"	14	James Ruder	Boutilier's Cove	4	43 60
96806	Rising Sun	"	28	Richd. Christian	Prospect	8	87 20
116272	Rosie M. B	"	75	Fred Bonang et al	Grand Desert	9	141 60
103461	St. Patrick	"	27	Harris Corkum	East Jeddore	7	78 80
116746	Spindrift	"	15	C. Rhodenizer	Indian Hbr	3	37 20
111438	Theresa M. Gray	"	30	Angus Gray	Pennant	9	96 60
96961	Tivoli	"	24	David Duggan	East Dover	5	61 00
117142	Valkyria	"	13	Harvey Covey	Indian Hbr	4	42 60
100269	Violet	"	12	Jas. H. Smith	Sambro	3	34 20
116283	Vixen	"	15	Henry McKenzie	Gerrard's Island	4	44 60
85378	Zephyr	"	16	Robt. Slaunwhite	Terence Bay	7	67 80

INVERNESS COUNTY.

96778	Campania	Pt. Hawkesbury	11	C. Robin, Collas Co	Eastern Hbr	5	48 00
103313	Catherine	"	10	" "	"	4	39 60
96825	Cecilia W	Halifax	41	David Walker	Pt. Hawkesbury	1	48 40
103378	Elizabeth Ann	Pt. Hawkesbury	11	David Bourgeois	Belle Marche	4	40 60
83196	Ethel Blanche	Pictou	17	W. J. Malcolm	Pt. Hawkesbury	2	31 80
96774	Florence	Pt. Hawkesbury	11	S. Belfontaine	Eastern Hbr	4	40 60
112380	Florence M	Arichat	25	Patk. Chiasson	Little River	5	62 00
103317	Flying Star	Pt. Hawkesbury	11	S. Belfontaine	Eastern Hbr	4	40 60
107997	Gertie Bell	Canso	15	C. Robin, Collas Co	"	4	44 60
111795	Katie J	Pt. Hawkesbury	11	John McNeil	Pt. Hawkesbury	3	33 20
103316	Laura	"	10	C. Robin, Collas Co	Eastern Hbr	4	39 60
103315	Lillie	"	12	Peter Fiset	"	4	41 60
96775	Louise	"	11	S. Belfontaine	"	5	48 00
103330	Lucy	"	11	Theophile Mallet	Little River	4	40 60
96779	Majestic	"	12	C. Robin, Collas Co	Eastern Hbr	4	41 60
96771	Marie	"	10	Fabien Desveaux et al	"	4	39 60
96777	Marie Joseph	"	11	C. Robin, Collas Co	"	4	40 60
103314	Mary	"	10	Peter Fiset	"	4	39 60

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia.—*Con.*

INVERNESS COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
69125	May Flower	Halifax	20	Hyac. Chiasson	Eastern Hbr	6	64 40
111797	Mermaid	Pt. Hawkesbury	13	Thomas Harris	Plateau	4	42 60
103326	Mizpah	"	10	Thomas Lebrun	Grand Etang	5	47 00
111792	St. Aubin	"	15	C. Robin, Collas Co	Eastern Hbr	4	44 60
103329	Saint Helier	"	12	" "	"	4	41 60
100448	Surprise	Canso	15	Daniel McDonnell	Judique	6	59 40
96773	Virgin	Pt. Hawkesbury	10	C. Robin, Collas Co	Eastern Hbr	4	39 60
111783	Walla Walla	"	11	S. Belfontaine	"	4	40 60
96776	Willie B.	"	21	"	"	6	65 40

LUNENBURG COUNTY.

111837	A. L. B.	Lunenburg	22	Brenton Cleveland	Lunenburg	3	44 20
112126	Acadia	"	91	Alex. Knickle	"	17	205 80
116517	Acme	"	91	Wm. C. Smith	"	17	205 80
111641	Aguadilla	"	100	Freeman Anderson	"	18	213 20
122302	Albata	"	20	Obadiah Deal	Riverport	3	42 20
112115	Aldine	"	99	A. V. Conrad	Parks Creek	17	205 80
112107	Alexandra	"	93	Freeman Anderson	Lunenburg	17	205 80
111647	Alhambra	"	90	A. R. Morash	"	15	191 00
112105	Alma Nelson	"	99	John B. Young	"	18	213 20
112101	Ambition	"	100	Willet Conrad	Rose Bay	19	220 60
116522	Anita	"	16	Solomon Winters	"	5	53 00
111750	Arabia	"	80	John B. Young	Lunenburg	18	213 20
112122	Atalaya	"	79	Wm. C. Smith	"	17	204 80
116468	Beatrice S. Mack	"	99	"	"	17	205 80
111734	Blake	"	99	J. N. Rafuse	Conquerall Bank	20	228 00
111732	Calavera	"	90	Abraham Ernst	Mahone Bay	18	213 20
112128	Campania	"	90	Thomas Romkey	Riverport	17	205 80
112116	Cardinia	"	100	Freeman Anderson	Lunenburg	17	205 80
116505	Cavalier	"	70	W. N. Reinhardt	La Have	17	195 80
121999	Cavalier	"	13	Leroy Boliver	Broad Cove	3	35 20
111702	Colonia	"	98	A. H. Zwicker	Lunenburg	18	213 20
121997	Confidence	"	35	Robert Walfield	La Have Islands	8	94 20
111743	Corean	"	70	J. N. Rafuse	Conquerall Bank	16	188 40
111736	Coronation	"	98	H. W. Adams	Lunenburg	18	213 20
111637	Cyril	"	100	W. N. Reinhardt	La Have	19	220 60
111711	Defender	"	98	Alex. Knickle	Lunenburg	17	205 80
122002	Dolly Grey	"	13	Samuel Knock	L. Kingsburg	3	35 20
116540	Douglas Adams	"	98	H. W. Adams	Lunenburg	17	205 80
116506	E. M. Zellars	"	84	Henry Moser	"	18	213 20
122009	Earl Grey	"	98	E. F. Zwicker	"	18	213 20
111730	Earle V. S.	"	100	John B. Young	"	18	213 20
116528	Edith F. S.	"	67	John Schmeisser	E. M. La Have	15	178 00
121866	Eldora	"	79	Amiel Corkum	"	17	204 80
112099	Electro	"	88	Edmen Walters	Middle La Have	19	220 60
83308	Ella	Liverpool	10	J. C. Hanson	Mahone Bay	1	17 40
121994	Ella Mason	Lunenburg	74	Isaac Mason	Lunenburg	18	207 20
112087	Ethel	"	99	W. N. Reinhardt	La Have	17	205 80
116518	Eva June	"	93	Wm. C. Smith	Lunenburg	17	205 80
116520	Evelyn	"	18	Daniel Deal	Rose Bay	3	40 20
122304	Falcon	"	85	Edmen Walters	M. La Have	20	228 00
122004	Florence B.	"	46	William Duff	Lunenburg	4	75 60
107350	Forrester	Shelburne	23	Chas. Mosher	Lower La Have	5	60 00
116525	Gatherer	Lunenburg	15	Wm. C. Smith	Lunenburg	4	44 60
121851	Gladys B. Smith	"	100	"	"	20	228 00
121867	Gladys F.	"	72	J. N. Rafuse	Conquerall Bank	17	197 80
111742	Glenwood	"	99	J. E. Backman	Riverport	18	213 20

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LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

LUNENBURG COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
116507	Golden Rod	Lunenburg	76	Adnah Burns	Dayspring	16	194 40
116527	Guide	"	73	W. N. Reinhardt	La Have	16	191 40
121863	Hazel	"	71	Jeffrey Publicover	Dublin Shore	14	174 60
116442	Helen C. Morse	"	98	John Westhaver	Lunenburg	18	213 20
122005	Henry L. Montague	"	96	Wm. C. Smith	"	20	228 00
121857	Hiawatha	"	99	"	"	18	213 20
112993	Hilda M. Backman	"	81	Willet Conrad	Rose Bay	17	205 80
112089	Iona W	"	78	Abraham Ernst	Mahone Bay	15	189 00
107116	Ivy	"	12	Samuel Zellars	Feltzen South	3	34 20
121858	J. A. McLean	"	80	Aubrey Anderson	Lunenburg	15	191 08
107960	J. W. Mills	"	76	J. W. Mills	Mahone Bay	13	172 20
111726	Juanita	"	100	Wm. C. Smith	Lunenburg	17	205 80
111635	Latooka	"	99	A. V. Conrad	Parks Creek	13	176 20
107660	Lila D. Young	"	100	John B. Young	Lunenburg	18	213 20
107129	Lilla B. Hirtle	"	99	Aubrey Anderson	"	19	220 60
103760	Lillian	"	84	A. R. Morash	"	17	205 80
111634	Loyal	"	99	Abraham Ernst	Mahone Bay	18	213 20
111735	Lucania	"	99	Reuben Romkey	Riverport	17	205 80
112112	Maimie Dell	"	98	C. U. Mader	Mahone Bay	17	205 80
116523	Mankato	"	76	Edmen Walters	Middle La Have	16	194 40
116538	Maple Leaf	"	26	J. M. Rhodenizer	Lunenburg	6	70 40
116519	Marg't E. Schwartz	"	98	Wm. C. Smith	"	18	213 20
121998	Margaret S	"	63	John Schmeisser	E. M. La Have		63 00
121862	Marina	"	78	A. V. Conrad	Parks Creek	16	196 40
111709	Mariner	"	100	Cyrus W. Parks	"	18	213 20
121855	Mary A. Duff	"	90	William Duff	Lunenburg	17	205 80
121859	Mary W. S	"	74	A. V. Conrad	Parks Creek	14	177 60
121854	Mattawa	"	96	E. F. Zwicker	Lunenburg	18	213 20
107967	May Myree	"	89	Elias Riehard, sr	Getson's Point	21	235 46
121861	Medina A	"	74	Amiel Corkum	E. M. La Have	17	199 80
121864	Mildred M. Bell	"	54	William Richard	Getson's Point	15	165 00
121865	Millie Louise	"	80	Abraham Ernst	Mahone Bay	16	198 40
107952	Minnie M. Cook	"	84	J. E. Backman	Riverport	16	198 40
116536	Minnie May	"	29	Christian Geldert	Lunenburg	8	88 20
116503	Minnie Pearl	"	97	William Thomas	West Indian Pt.	17	205 80
111701	Mizpah	"	100	John B. Young	Lunenburg	15	191 00
116535	Montana	"	85	J. Alex. Silver	"	15	191 00
122007	Muriel M. Young	"	100	John B. Young	"	19	220 60
116530	Nahada	"	94	Howard Wynaeht	"	17	205 80
112104	Nina	"	10	Thomas Knock	Kingsburg	3	32 20
116502	Oceanic	"	99	Reuben Ritcey	Lunenburg	17	205 80
112106	Oregon	"	99	Arthur Creaser	Riverport	17	205 80
111642	Palatia	"	95	C. L. Silver	Lunenburg	17	205 80
112113	Parana	"	99	Daniel Lohnes	Riverport	17	205 80
121869	Petite	"	61	J. D. Sperry	Petite Rivière		61 00
111402	Protector	"	95	J. N. Rafuse	Conquerall Bank	21	235 40
111648	Riviera	"	96	Andrew Ross	E. M. La Have	19	220 60
107125	Roma	"	99	J. D. Myra	Riverport	18	213 20
121856	Ronald G. Smith	"	100	Wm. C. Smith	Lunenburg	19	220 60
121991	Rupert	"	78	J. N. Rafuse	Conquerall Bank	17	203 80
122307	Sadie H	"	17	Percy Publicover	Blandford	5	54 00
111741	Sargota	"	92	C. U. Mader	Mahone Bay	15	191 60
116529	Scotia	"	78	Adnah Burns	Dayspring	18	211 20
107963	Shamrock	"	89	Freeman Anderson	Lunenburg	17	205 80
122303	Shannon	"	63	James Bell	Dublin Shore	13	159 20
116746	Spindrift	Halifax	15	Albert Conrad	Rosebay	5	52 00
111636	Tasmania	Lunenburg	99	Wm. C. Smith	Lunenburg	17	205 80
111733	Transvaal	"	79	"	"	17	204 80
112114	Tribune	"	22	A. R. Morash	"	4	51 60
122306	Undaunted	"	15	Elijah Risser	La Have Islands	3	37 20
107957	Ungava	"	88	Wm. Cleversey	Pleasantville	21	235 40
116516	Uranus	"	90	Wm. C. Smith	Lunenburg	10	154 00

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

LUNENBURG COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
121868	Utowana	Lunenburg	71	J. N. Rafuse	Conquerall Bank	17	196 80
117143	Valmore	Halifax	11	Eldridge Conrad	Up. Rose Bay	4	40 60
116504	W. C. Silver	Lunenburg	97	Kenneth Silver	Dayspring	20	228 00
111649	W. S. Wynot	"	100	C. U. Mader	Mahone Bay	17	205 80
112127	Yamaska	"	98	P. B. Zwicker	"	14	183 60
111419	Yukon	"	97	Elijah Ritcey	Lunenburg	18	213 20
122000	Zoraya	"	16	John Spindler	Rose Bay	5	53 00

PICTOU COUNTY.

107330	Gertie M. Star	Halifax	16	Peter Roberts	Pictou	2	30 80

QUEEN'S COUNTY.

116583	Louisa A.	Liverpool	10	Walter Fraser	Port Mouton	4	39 60
100608	Vesper	Shelburne	14	Robert Williams	S. W. P. Mouton	5	51 00

RICHMOND COUNTY.

116657	Alice M.	Yarmouth	26	R. T. Boudrot	Petit de Grat	7	77 80
116344	Annie B. M.	Arichat	18	Hilaire Sampson	"	6	62 40
103463	Annie May	"	11	J. J. Langley	Strait of Canso	2	25 80
111472	Annie May	"	17	Peter Landry	Petit de Grat	5	54 00
75561	Boreas	Lunenburg	41	J. A. Colford	Port Malcolm	3	63 20
72061	C. P. M	Arichat	22	Alex. Burke	River Bourgeois	6	66 40
74100	Candid	"	23	Desiré Burke	"	6	67 40
96799	Catherine	Halifax	17	Victor Poirier	Descousse	6	61 40
116343	Eva May	Arichat	11	T. A. Boudrot	Petit de Grat	5	48 00
116348	Florence M.	"	16	Wm. J. Martell	"	5	53 00
88599	Guide	"	38	Edward Poirier	Goulet	12	126 80
117049	H. C. Phillips	Barrington	11	James Kehoe	Arichat	4	40 60
100161	Hilda Maud	Pt. Hawkesbury	46	J. D. Malcolm	Port Malcolm	8	105 20
111476	Indiana	Arichat	11	Thos. Hureau	Cape Auguet	2	33 20
100490	Irene M. B	Lunenburg	66	Frederick Poirier	Descousse	15	177 00
122183	Justina	Arichat	10	Isaiah Boudrot	River Bourgeois	2	24 80
103458	K. McKenzie	"	17	Wm. P. Groom	Grand Grave	4	46 60
103469	Katie B	"	16	John Burke	River Bourgeois	5	53 00
111480	Lady Laurier	"	12	S. A. Boudrot	Petit de Grat	3	34 20
117092	Lass of Gowrie	"	14	Joseph Petitpas	Arichat	4	43 60
107374	Leah Hardy	Sydney	20	Peter Landry	St. Peters	6	64 40
111905	Lena Jane	Arichat	11	Dom. Boudrot	Petit de Grat	4	40 60
111901	Lillian Louise	"	12	C. P. Boudrot	"	4	41 60
103467	Lizzie May	"	12	Alfred Boudrot	"	6	56 40
72071	Lumen Diei	"	20	Urban Sampson	River Bourgeois	4	49 60
112377	Lilly May	"	18	Amédée Poirier	Goulet	4	47 60
116350	Maggie F	"	15	Patrick Fougere	River Bourgeois	5	52 00
107995	Maggie M. F	Canso	15	Daniel Paté	Petit de Grat	6	59 40
103532	Maria A	Halifax	22	John Walker	Basin R. I	2	36 80
116345	Mary Alice	Arichat	10	P. E. Sampson	Lardoise	3	32 20
122182	Mary Elizabeth	"	11	Placide Burke	River Bourgeois	3	33 20
117099	Mary J	"	33	Henry Sampson	"	8	92 20
116881	Mary M	"	21	Alex. Martell	Lardoise	6	65 40
112379	Mary S	"	18	Paschal Sampson	Lardoise East	5	55 00
103462	Maud	"	20	Henry Duon	Arichat	3	42 20
72067	Minnie	Pt. Hawkesbury	26	John Pelham	Janvrin Island	6	70 40

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LIST OF Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

RICHMOND COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
111907	Minnie A	Arichat	46	Anselm Sampson	River Bourgeois.	12	134 80
111904	Minnie L	"	15	Elias Bois	Petit de Grat	3	37 20
64018	Ocean Bride	Halifax	23	Henry Richard	Arichat	2	37 80
85562	Oresa	"	14	J. F. Proctor	Port Malcolm	2	28 80
100231	Pearl	"	17	Remi Dugas	West Arichat	2	31 80
92571	Primrose	"	14	Elias V. Landry	Petit de Grat	7	65 80
88504	Quick Step	Sydney	15	James Wilkie	Arichat	6	59 40
117095	Rodrid Grace	Arichat	17	Hubert Birette	Lardoise	5	54 00
116889	Saint Dominique	"	21	Thos. Marchand	Petit de Grat	7	72 80
116888	Swanhild	"	52	Wm. I. Le Vesconte	River Bourgeois.	10	126 60
92599	Thistle	Sydney	11	C. G. Boudrot	Petit de Grat	3	33 20
103460	Two Brothers	Arichat	18	Maurice Peters	Lardoise	7	69 80
100575	Tyler	"	54	Chas. Boudrot	River Bourgeois.	13	150 20
57662	Village Bride	Halifax	24	Ephraim Gerard	West Arichat	2	38 80
111794	Volunteer	Pt. Hawkesbury	14	Alex. Boudrot	Petit de Grat	6	58 40
116292	Wilena Fraser	Charlottetown	13	Wm. W. Carrigan	Janvrin Island	3	35 20

SHELBURNE COUNTY.

121808	Abbie	Barrington	10	Judah Cunningham	Cape Sable Isl'd.	3	32 20
121802	Abbie May	"	10	Chas. E. Rapp	McNutt's Island	2	24 80
116900	Ada & Pearl	Yarmouth	13	J. T. Duncan	Clark's Harbour	3	35 20
122096	Alfreda	"	11	Peter Nickerson	"	4	40 60
121801	Alice M. Atwood	"	10	D. M. Atwood	Hawk	4	39 60
122133	Alter C	"	10	John Y. Smith	Baccaro	4	39 60
100617	Altona	Shelburne	28	Wm. McMillan	Lockeport	8	87 20
122149	Alva	Yarmouth	11	Geo. H. Lyle	Up. Port La Tour	2	25 80
117134	Annie Lue	"	10	J. M. Crowell	Smithville	4	39 60
121890	Annie Smith	"	13	Wm. H. Smith	Baccaro	4	42 60
100612	Ardella	Shelburne	10	Eleazar Crowe	Sandy Point	4	39 60
116824	Avis Pauline	Barrington	12	Washington Penny	Clark's Harbour.	4	41 60
116818	Beatrice	"	12	Frank Swim	"	4	41 60
122102	Bernice N	Yarmouth	10	J. C. Nickerson	Woods Harbour.	3	32 20
122453	Bertha A	"	12	Thomas Ross	Up. Port La Tour	4	41 60
116855	Blanche	Shelburne	12	Churchill Locke	Lockeport	4	41 60
121806	Blanche	Yarmouth	10	Alex. Nickerson	C. Woods H'b'r.	2	24 80
103186	Brittania	Shelburne	11	Ross Enslow	W. Green H'b'r.	6	55 40
121886	Carrie D	Yarmouth	10	Thomas Duncan	Clark's H'b'r	2	24 80
121654	Charles E	"	13	Ephraim Larkin	Emerald Isle	3	35 20
116826	Claremont A	Barrington	11	J. G. Nickerson	Clark's H'b'r.	4	40 60
121681	Claymore	Yarmouth	10	D. A. Gardiner	"	4	29 60
121683	D. E. Nickerson	"	10	Ralph McKenzie	East Jordan	3	32 20
122462	Daniel S	"	10	A. P. Ross	Stoney Island	3	32 20
121910	Defender	Barrington	53	P. E. Crowell	Barrington	12	141 80
107057	Dollie Varden	"	10	Freeman Atwood	Atwood's Brook.	3	32 20
121791	Eddie C	Yarmouth	10	C. D. Cooke	Up. Port La Tour	3	32 20
116830	Edith Pauline	Barrington	10	Reuben Swim	Clark's Hbr.	1	17 40
122570	Edna M	Yarmouth	11	W. J. Halliday	Bear Point	4	40 60
122470	Elva Bell	"	11	Josiah Thomas	Cape Negro	5	48 00
121884	Emma B	"	10	Walter Ross	Stoney Island	2	24 80
121909	Emmie G	Barrington	10	Seth Nikerson	Clark's Hbr.	4	39 60
122235	Ena A	"	12	Jethro Newell	Newellton	4	41 60
122467	Enterprise	Yarmouth	10	D. O. Gardner	Port La Tour	4	39 60
107332	Estelle	"	15	A. H. Matheson	Up. Woods Hbr.	5	52 00
121688	Ethel May	"	10	Smith Messenger Jr.	West Head	5	47 00
122137	Etta M	"	10	Clifford Kendrick	Shag Hbr.	2	24 80
121796	Etta N	"	10	Austin Messenger	Newellton	3	32 20
103795	Etta Vaughan	Shelburne	98	B. P. Thorbourn	Sandy Point	20	228 60
122461	Eva E	Yarmouth	10	Moses Penney	South Side	2	24 80

List of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

SHELBURNE COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
121901	Eva M	Barrington	11	Byron Swim	Clark's Hbr.	5	48 00
117048	Evangeline	"	11	Foster Crowell	"	4	40 60
107054	Favorite	"	28	P. E. Crowell	Barrington	8	87 20
121804	Fish Hawk	Yarmouth	10	G. A. Swim	Clark's Hbr.	4	39 60
122106	Florence M	"	10	J. E. Nickerson	West Head	3	32 20
122575	Fly	"	10	H. H. Brannen	Stoney Island	4	39 60
117045	Fred C	Barrington	12	M. G. Smith	West Head	4	41 60
121907	Freda N. Nickerson	"	12	P. W. Nickerson	Clam Point	5	49 00
121697	Freddie M.	Yarmouth	10	Nath. Crowell	Clark's Hbr.	4	39 60
121793	Fredena	"	10	Samuel Hopkins	"	4	39 60
122282	G. M. Stephens	Shelburne	12	Herbert R. Swim	Lockeport	3	34 20
117041	Genevive	Barrington	11	C. A. Goreham	Woods Hbr.	3	33 20
122142	Gertrude	Yarmouth	10	G. M. Forbes	Forbes Point	3	32 20
122468	Gladys	"	11	C. M. Wickens	Shag Hbr.	4	40 60
116827	Gladys	Barrington	12	B. L. Goodwin	N. E. Point	3	34 20
122463	Gladys M	Yarmouth	10	J. C. Ross	Up. Port La Tour	3	32 20
122574	Gladys Olia	"	10	Daniel Penney	South Side	4	39 60
121797	Hattie & Ina	"	10	Arthur Perry	N. W. Harbour	2	24 80
121805	Hattie Quinlan	"	10	Edward Nickerson	Hawk	4	39 60
80799	Hattie T	Barrington	16	Dayson Kendrick	Shag Hbr.	4	45 60
122139	Hazel	Yarmouth	10	David Watkins	Atwood's Brook	3	32 20
122100	Helen C	"	10	Nehemiah Crowell	Woods Hbr.	4	39 60
122232	Helen Davis	Barrington	12	Floyd Ross	Stoney Island	3	34 20
122237	Helena Maud	"	11	B. H. Smith	West Head	5	48 00
107060	Herald	"	42	P. E. Crowell	Barrington	12	130 80
90879	Hope	"	22	G. L. Banks	Barrington Pas.	4	51 60
111687	Ida M. Clark	Shelburne	90	Wm. McMillan	Lockeport	21	235 40
117131	Ilona & Ida	Yarmouth	13	J. I. Madden	Port La Tour	4	42 60
122454	Industry	"	11	S. S. Atwood	Oak Park	5	48 00
121904	Iona & Maggie	Barrington	11	Whitman Ross	Stoney Island	4	40 60
116853	J. J. Cox	Shelburne	65	R. L McCarthy	Shelburne	10	139 00
116822	Jennet	Barrington	11	T. A. Kenny	Clark's Hbr.	2	25 80
122138	Jennie L	Yarmouth	10	J. A. Smith	Port La Tour	3	32 20
117133	Jennie Roy	"	10	Leslie Smith	Baccaro	3	32 20
116823	Jessie Roy	Barrington	12	J. A. Crowell	Clark's Hbr.	5	49 00
121692	Josephine	Yarmouth	10	Edmund Atkinson	West Head	3	32 20
122131	Katie M	"	10	Clifford Reynolds	Baccaro	3	32 20
121798	Kenneth S	"	10	G. H. Smith	Clark's Hbr.	3	32 20
107981	Kestrel	Shelburne	99	Geo. A. Cox	Shelburne	19	220 60
121889	Kuroki	Yarmouth	10	J. A. Newell	Newellton	4	39 60
94661	L. C. Tough	Shelburne	12	K. T. Swaine	Blanche	6	56 40
100329	La Rose	Yarmouth	13	Noah Abbott	Forbes Point	5	50 00
117136	Laura B	Barrington	10	Millage Atkinson	Clam Point	5	47 00
117140	Laura E	Yarmouth	10	O. T. Reynolds	Up. Port La Tour	3	32 20
121887	Lena	"	11	Avert Smith	Newellton	3	33 20
122458	Lila A	"	10	H. H. Atkinson	Stoney Island	3	32 20
122105	Lottie G	"	10	Vincent Brannen	Woods Hbr.	2	24 80
122098	Louise	"	10	Dason Langthorn	C. Woods Hbr.	3	32 20
121880	Mabel C	Yarmouth	10	Angus Nickerson	Stoney Island	3	32 20
103796	Mabel Denvers	Shelburne	14	J. H. Reynolds	Up. Port La Tour	6	58 40
122140	Mabel L	Yarmouth	10	Harry Banks	Shag Harbour	3	33 20
121799	Mabel V	"	10	D. V. Smith	Clark's Harbour	3	32 20
116829	Maple Leaf	Barrington	11	H. A. Penney	South Side	4	40 60
116854	Mariana	Shelburne	33	Austin Swansburg	Little Harbour	9	99 60
121803	Mary J	Yarmouth	10	Clifford Atwood	Hawk	4	39 60
83434	Mary May	Shelburne	20	A. J. Firth	Shelburne	8	79 20
121879	Matilda	Yarmouth	10	Stillman Perry	Cape Negro Is'd	4	39 60
117043	Mattie and Charlie	Barrington	10	Cyrus Nickerson	Clark's Harbour	3	32 20
103057	Mayflower	Yarmouth	12	Albert Crowell	Lockeport	5	49 00
122234	Minnie Laura	Barrington	11	Joseph Brown	Clark's Harbour	3	33 20
122231	Minola	"	13	J. E. Nickerson	"	4	42 60

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SHELBURNE COUNTY—*Con.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid. $ cts.
121905	Mira L. Smith	Yarmouth	14	T. F. Smith	Port La Tour	3	36 20
121687	Monitor	"	10	Lewis Crowell	"	3	32 20
121794	Mooweena	"	10	B. C. Crowell	"	3	32 20
122103	Muriel S	"	10	T. L. Symonds	Clark's Harbour.	4	39 60
103800	Nellie I. King	Shelburne	99	Geo. H. King	Sandy Point	18	213 20
122457	Nema & Millie	Yarmouth	11	Knowles Thomas	Cape Negro	4	40 60
117132	Nema D	"	10	J. C. Brannen	Baccaro	4	39 60
122136	Nyctia	"	10	Edgar Adams	Shag Harbour	3	32 20
121689	Ocean Belle	"	10	Alex. Phillips	Clark's Harbour.	4	39 60
122104	Ocean Spray	"	11	Allan Atkinson	Newellton	2	25 80
122451	Olga A	"	10	Robert Lowe	Clark's Harbour.	3	32 20
117050	Olive R	Barrington	12	Herbert Swim	Lockeport	4	41 60
121893	Orinoco	Shelburne	15	Hugh McAlpine	"	3	37 20
121682	Quick Step	Yarmouth	10	R. C. Maxwell	Clark's Harbour.	4	39 60
121881	R. G. Hervey	"	10	Alex. Phillips	"	2	27 80
122233	R. H. Milford	Barrington	13	Isaiah Newell	West Head	5	50 00
122469	Raymond C	Yarmouth	11	R. L. Newell	"	3	33 20
107059	Reginald R	Barrington	16	T. E. Worthen	Barrington	2	30 80
122466	Rilla May	Yarmouth	12	L. J. Nickerson	West Head	4	41 60
117044	S. B. Millard	Barrington	20	M. G. Nickerson	Clark's Harbour,	6	64 40
121684	Seaton L	Yarmouth	12	Nehemiah Smith, Jr	"	4	41 60
122108	Seretha	"	10	Samuel Atkinson	Newellton	3	32 20
103783	Springwood	Shelburne	98	William McMillan	Lockeport	19	220 60
116860	Stella	"	77	Churchill Locke	"	16	195 40
90648	Stranger	Barrington	20	L. J. Penney	Newellton	8	79 20
117139	Thalia D	Yarmouth	10	Andrew Duncan	Clark's Harbour.	4	39 60
122236	Thelma B	Barrington	12	B. F. Cunningham	South Side	4	41 60
116895	Thelma E	Yarmouth	11	E. W. Perry	Black Point	3	33 20
90894	Theresa	Barrington	18	D. E. Cunningham	Hawk	5	55 00
122091	Thistle	"	10	R. H. Brannen	Stoney Island	4	39 60
117046	Three Brothers	"	13	T. J. Newell	West Head	3	35 20
116825	Three Sisters	"	11	Wallace Penney	N. E. Point	4	40 60
116444	Togo	Shelburne	18	E. C. Locke	Lockeport	6	62 40
121875	Toronto	Yarmouth	13	B. C. Smith	Port La Tour	4	42 60
122107	Two Sisters	"	10	Bert Chetwynd	Woods Harbour.	3	32 20
121699	Una	"	10	Randall McKinnon	Clark's Harbour.	4	39 60
121894	Vice Reine	Shelburne	12	P. W. Penney	South Side	3	34 20
122452	Virginia	Yarmouth	17	Wm. E. Atkinson	N. E. Point	3	39 20
77744	Whip-poor-will	Shelburne	17	Howard Chetwynd	Port Saxon	5	54 00
117042	White Eagle	Barrington	10	Daniel Nickerson	Clam Point	4	39 60
122150	Wilfrid H	Yarmouth	11	Durkee Chetwynd	Up. Port La Tour	4	40 60
122464	Willie M	"	14	Foster Salisbury	Port La Tour	4	43 60
121690	Winnifred	"	10	Allan Nickerson	Clark's Harbour.	3	32 20
103183	Wren	Shelburne	22	A. P. Hamilton	Carleton Village	3	44 20
116449	Zephyr	"	11	Samuel Greenwood	Port Saxon	4	40 60
121656	Zilpha	Yarmouth	10	Martin Penney	South Side	3	32 20

VICTORIA COUNTY.

117028	Anna F	Sydney	14	J. G. Brewer	South Ingonish	6	58 40
112388	Annie Amelia	"	13	Matthew Hawley	"	5	50 00
112115	Evangeline	"	10	J. J. Hines	North Ingonish	3	32 20
117030	Gertrude W	"	16	C. J. Williams	South Ingonish	5	53 00
122130	Julia F. C	"	12	T. A. Young	"	5	49 00
107377	Maggie Ella	"	11	W. T. Donovan	"	5	48 00
107355	Mary E	"	10	Allan McIntyre	Ingonish Ferry	4	39 60
117026	*Mary E. Daisley	"	16	Avery Daisley	Dingwall	2	30 20
100444	Stella May	Canso	12	S. P. Hawley	Ingonish Ferry	5	49 00
117029	Two Brothers	Sydney	17	Vincent Williams	South Ingonish	5	54 00

* For 1906.

List of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

YARMOUTH COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
121876	Adoriam	Yarmouth	15	A. G. LeBlanc	Plymouth	4	44 60
116898	Agnes M	"	11	Isiah Doucette	Tusket Wedge	4	40 60
112287	Alda	Digby	11	Bruce McCormack	Yarmouth	6	55 40
107344	Amanda	Yarmouth	15	Luxime D'Entremont	West Pubnico	4	44 60
122093	Anita	"	11	Augustus Bourque	Sluice Point	2	25 80
111879	Annie B	"	20	Theo. D'Entremont	West Pubnico	8	79 20
121652	Arabia	"	10	E. J. LeBlanc	Tusket Wedge	3	32 20
121698	Argo	"	10	J. C. Clements	Comeau's Hill	3	32 20
121695	Aroma S	"	10	Augustin LeBlanc	M. E. Pubnico	1	17 40
121685	Augusta	"	11	L. D. Boudreau	Tusket Wedge	3	33 20
122109	Bella	"	18	William Pothier	"	5	55 00
103187	Ben Bolt	"	91	Henry Lewis	Yarmouth	13	176 20
122573	Bohemia	"	10	W. F. Doucette	Tusket Wedge	2	24 80
107053	Bonnie Lin	"	10	Edgar Landers	Sandford	2	24 80
107346	Caddie	"	10	J. E. Perry	Pt. Maitland	3	32 20
122145	Cerita	"	10	J. C. Doucette	Tusket Wedge	3	32 20
116652	Champion	"	29	J. A. Crocker	Yarmouth	10	103 00
111836	Chevalier	Digby	11	W. S. Sollows	Pt. Maitland	4	40 60
121694	Columbia	Yarmouth	10	N. S. Boudreau	Tusket Wedge	3	32 20
121882	Dorothy	"	10	L. H. Smith	Yarmouth	2	24 80
116205	Eddie James	"	79	David D'Entremont	West Pubnico	19	219 60
121800	Edessa	"	15	George Michael	Sandford	1	22 40
122572	Eva	"	12	Thomas Amiro	M. E. Pubnico	2	26 80
121883	Fanny Rose	"	15	Mande Pothier	Tusket Wedge	6	59 40
122095	Felton C	"	16	R. B. Wyman	Arcadia	3	38 20
121874	Finettie May	"	12	J. A. Crocker	Yarmouth	5	49 00
122146	Flirt	"	16	Nar. Boudreau	Tusket Wedge	3	38 20
94972	Florence	"	19	Eugene Harris	Short Beach	5	56 00
121877	Florence C	"	15	J. A. Surette	Pinkney Point	5	52 00
121872	Francis A	"	93	D. A. D'Entremont	West Pubnico	21	235 40
116207	Gabriel A	"	17	Judah Kenny	Rockville	7	68 80
111876	Geneva May	"	72	Leander Amiro	L. E. Pubnico	17	197 80
90885	Georgiana	"	90	Henry Lewis	Yarmouth	21	235 40
122092	Georgie N. Smith	"	13	T. E. Smith	"	5	50 00
117137	Glorianna	"	10	Alex. Boudreau	Tusket Wedge	1	17 40
107342	Harry C. Ellis	"	16	A. W. Smith	Yarmouth	5	53 00
116743	Hattie D	"	62	N. J. B. Tooker	"	16	180 40
103717	Henry L	"	10	A. C. D'Entremont	West Pubnico	3	32 20
116894	Henry M. Johnson	"	14	Bradford Lowe	Deep Cove	1	21 40
122099	Hilda	"	17	James Boudreau	Tusket Wedge	4	46 60
121655	Indianna	"	10	M. D. Boudreau	"	2	24 80
121795	John L	"	11	F. L. Pothier	"	2	25 80
116204	Laurie J	"	65	E. J. D'Entremont	West Pubnico	18	198 20
122459	Lena A	"	11	J. W. Flemmings	Deep Cove	3	33 20
122455	Lizzie A	"	33	E. M. D'Entremont	West Pubnico	12	121 80
103709	Lizzie E	"	19	E. J. Ellis	Pt. Maitland	5	56 00
103718	Lucy	"	10	A. F. D'Entremont	West Pubnico	5	47 00
116899	Lydia L	"	14	Norman LeBlanc	Plymouth	5	51 00
121903	M. F. Atwood	Barrington	15	John Surette	Lower Argyle	2	29 80
116658	Mabel A	Yarmouth	15	Eben Frost	Lit River H'b'r.	6	59 40
107605	Mabel M	Weymouth	20	Lyman Sollows	Pt. Maitland	5	57 00
121691	Maccabee	Yarmouth	10	Joseph Atkins	Darling Lake	3	32 20
103712	Marguerite	"	10	Hypolite Surette	Tusket Wedge	4	39 60
107337	Marguerite	"	57	L. P. D'Entremont	West Pubnico	17	182 80
111525	Mildred P	"	11	Hugh McManus	Yarmouth	3	33 20
111875	Nelson A	"	72	C. L. D'Entremont	West Pubnico	13	168 20
103706	Regine	"	10	T. A. D'Entremont	Pubnico	4	39 60
111521	Retta E	Digby	10	Cereno Johnson	Yarmouth	4	39 60
121653	Royal	Yarmouth	10	Geo. Boudreau	Tusket Wedge	3	32 20
88589	Sandford	"	20	Wm. A. Killam	Yarmouth	3	42 20
121878	Selma	"	14	Leo Cotreau	Tusket Wedge	1	21 40

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List of Vessels which received Fishing Bounty, &c.—Nova Scotia.—*Concluded.*

YARMOUTH COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
100323	Senora	Yarmouth	85	M. A. Surette	West Pubnico	21	235 40
116656	Silver Spray	"	11	C. O. Nickerson	Yarmouth	5	48 00
100313	Souvenir	"	71	S. D. D'Entremont	West Pubnico	20	219 00
121660	Squanto	"	11	Alex. Surette	Tusket Wedge	4	40 60
122135	10 U. S.	"	16	Wilson Rankin	Arcadia	3	38 20
116893	Togo	"	12	Leander Amiro	L. E. Pubnico	3	34 20
117138	Two Brothers	"	11	J. L. Surette	Pinkney Point	4	40 60
122134	Venus	"	10	Louis Surette	Tusket Wedge	3	32 20
121659	Viola	"	10	Joshua LeBlanc	"	2	24 80
121873	Viola S.	"	16	Samuel Surette	Surette Island	5	53 00
107542	W. E. Gladstone	St. John	19	Alexander Shaw	Sandford	4	48 60
122465	White Wing	Yarmouth	11	Frank Harris	Short Beach	3	33 20

PROVINCE OF NEW BRUNSWICK.

CHARLOTTE COUNTY.

107913	Arnold B	St. Andrews	10	H. H. Cheney	White Head	2	24 80
107603	Augusta Evelyn	"	31	James Scovil	North Head	5	68 00
94727	Aurelia	St. John	22	Wm. S. Cronk	St. Andrews	3	44 20
83469	Austin P	St. Andrews	12	A. R. Phillips	Wilson's Beach	2	26 80
107903	Ava M	"	17	G. A. Johnson	Woodw'rd'sCove	5	54 00
122250	Bonita	"	15	Benj. Carter	Seeley's Cove	3	37 20
111503	Bonnie Jean	St. John	12	Frank Ingersoll	North Head	3	34 20
116969	Cassie Bell	St. Andrews	14	D. E. Cheney	White Head	2	28 80
88253	E. B. Colwell	St. John	19	John Barry	Beaver Harbour	4	48 60
103114	Edward Morse	St. Andrews	32	Alex. Calder	Campobello	4	61 60
103789	Effie B. Nickerson	Shelburne	22	Alfred Stanley	North Head	2	36 80
111522	Elizabeth	Digby	21	W. M. Kent	Woodw'rd'sCove	4	50 60
80882	Ella Mabel	St. Andrews	14	E. G. Lee	Beaver Harbour	1	21 40
116675	Evangeline	"	15	Arthur Green	Seal Cove	2	29 80
80803	Exenia	Windsor	18	Milton Cronk	North Head	6	62 40
100535	Fair Play	Yarmouth	11	Luke Holmes	Black's Harbour	1	18 40
103120	Falmouth	St. Andrews	10	A. B. Small	Woodw'rd'sCove	4	39 60
111552	Flora B.	"	13	Nelson Ingersoll	"	4	12 60
116968	Florence	"	18	George Hutton	Beaver Harbour	4	47 60
122247	Frances L	"	11	Spencer Cheney	White Head	2	25 80
97146	Free Trade	"	10	Alvery Green	Two Islands	3	32 20
107910	Grace & Ethel	"	16	Robt. Ingersoll	Woodw'rd'sCove	4	45 60
111839	Harry C.	Digby	16	Lewis Matthews	Lete te	3	38 20
122248	Hattie B	St. Andrews	10	Wilmot Benson	Seal Cove	4	39 60
107437	Hattie L	"	12	Edward Benson	"	4	41 60
83463	Havelock	"	33	William James	Campobello	1	40 40
122590	Helen and Beatrice	"	29	Gordon Calder	"	5	66 00
122244	Hilda E	"	12	Jos. Morehouse	White Head	2	26 80
122591	Jennie T	"	31	James Nesbitt	North Head	7	82 80
103997	Jessie James	"	11	Josephine Frankland	White Head	3	33 20
59321	Little Nell	"	21	William McLallan	Campobello	1	28 40
122042	Lyla H	"	11	Owen Frankland	White Head	4	40 60
107438	Minnie F	"	11	Wm. Guptill	Seal Cove	3	33 20
88402	Mizpah	Digby	53	J. E. Gaskill	Grand Manan		53 00
103705	Nebula	Yarmouth	24	Nathaniel Beal	North Head	6	68 40
122044	Olive C	St. Andrews	25	Thomas Carter	Seeley's Cove	4	54 60
112311	Oronhyatekha	"	21	Jas. McLeese	Back Bay	5	58 00
92518	Peril	St. Andrews	18	Martin Eldridge	Beaver H'b'r	2	32 80
103993	Pythian Knight	"	19	Frank Ingersoll	North Head	3	41 20
107806	Rena F	St. John	12	John Ingersoll	Woodward'sC've	3	31 20

LIST of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*

CHARLOTTE COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
122043	Sea Foam	St. Andrews	14	M. C. Kent	Seal Cove	3	36 20
107433	Sir John	"	11	Hiram Morse	White Head	3	33 20
116964	Tethys	"	20	Geo. L. Johnson	Leonardville	2	34 80
107440	Three Links	"	12	R. A. Main	Woodward'sC've	4	41 60
88414	Trumpet	St. John	20	G. U. Wright	Beaver H'b'r	2	34 80
103998	Try Again	St. Andrews	15	A. W. Ingersoll	Woodward'sC've	3	37 20
111555	Valkyrie	"	16	L. C. Watt	Grand Manan	4	45 60
116970	Vigilant	"	12	Webster Cossaboom	White Head	2	26 80
100548	Violetta	Digby	11	Albert Tucker	Letete	3	33 20
111560	W. C. Clark	St. Andrews	16	Arlington Joy	Seal Cove	4	45 60
97149	Winnie	"	12	Jos. Holland	Seeley's Cove	3	34 20

GLOUCESTER COUNTY.

72099	Adelina	Chatham	12	Clement Lanteigne	Lameque	5	49 00
103009	Adeline Gladys	"	12	P. D. Blanchard	Caraquet	4	41 60
103081	Albatross	"	13	Wm. Fruing & Co	"	5	50 00
112156	Albert W	"	10	Philorome Chiasson	"	4	39 60
122057	Alice	"	15	Severe Duguay	Lit. Lameque	5	52 00
97194	Alika	"	12	Lange Paulin	Lameque	5	49 00
112162	Alma	"	12	Agapit Duguay	"	5	49 00
103763	Alouette	"	10	Wm. Fruing & Co	Caraquet	4	39 60
92419	Anna	"	12	J. A. Chiasson	Lameqne	5	49 00
100960	Annie M	"	11	W. S. Loggie Co	Chatham	4	40 60
96739	Argeline	"	14	Germain Lanteigne	Caraquet	6	58 40
103085	Argentina	"	12	C. Robin, Collas Co	"	4	41 60
100983	Bee	"	10	James Doucet	"	3	32 20
103072	Ben Hur	"	11	John Leclerc	"	5	48 00
100975	Big Bear	"	10	F.T.B. Young	"	4	39 60
116474	Blanchard	"	12	Michael John	"	4	41 60
100299	Blanchard	"	12	C. Robin, Collas Co	"	3	34 20
103589	Blenheim	"	13	C. Robin, Collas Co	"	4	42 60
103780	Britannia	"	13	Wm. Fruing & Co	"	4	42 60
100780	Britannic	"	12	W. S. Loggie Co	Chatham	4	41 60
111465	C. R. C	"	13	C. Robin, Collas Co	Caraquet	4	42 60
100908	Caesar	"	10	Philip Rive	"	4	39 60
103271	Celia	"	11	P. J. Frigot	"	4	40 60
103585	Cerdric	"	14	Philip Rive	"	3	36 20
100784	Charlotte	"	13	F. T. B. Young	"	3	35 20
100789	Chazalie	"	11	"	"	3	33 20
96730	Christina	"	11	C. Robin, Collas Co	"	4	40 60
101000	Condor	"	10	Wm. Fruing & Co	"	5	47 00
103083	Corsair	"	10	"	"	3	32 20
100971	Cyprian	"	10	J. O. LeBouthillier	"	5	47 00
100913	Daffodil	"	10	Wm. Fruing & Co	"	4	39 60
100915	Dawn	"	12	C. Robin, Collas Co	"	4	41 60
103076	Dipper	"	12	W. S. Loggie Co	Chatham	4	41 60
103948	Dora	"	12	C. Robin, Collas Co	Caraquet	4	41 60
112155	Dora	"	10	Seraphin Doiron	Miscou	3	32 20
122053	Dorie	"	10	Fabien Chiasson, Jr	Island River	5	47 00
100999	Dove	"	11	Wm. Fruing & Co	Caraquet	4	40 60
100998	Eagle	"	10	"	"	3	32 20
116979	Elie Anne	"	17	Jos. J. Doiron	"	4	46 60
103599	Eliza	"	13	C. Robin, Collas Co	"	4	42 60
100293	Eliza	"	15	F. T. B. Young	"	4	44 60
92585	Emma	Gaspe	19	Sydney DesBrisay	Petit Rocher	1	26 40
100911	Emperor	Chatham	10	Wm. Fruing & Co	Caraquet	3	32 20
100786	Empress	"	12	F. T. B. Young	"	3	34 20
103776	Esk	"	14	"	"	4	43 60

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List of Vessels which received Fishing Bounty, &c.—New Brunswick.—*Con.*

GLOUCESTER COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
100772	Estelle	Chatham	13	Philip Rive	Caraquet	3	35 20
100787	Ethel	"	11	F. T. B. Young	"	4	40 60
122058	Evangeline	"	10	Vilas Frigault	Mizzonette	4	39 60
100905	Evangeline	"	10	P. A. Lanteigne	Caraquet	4	39 60
92417	Evangeline	"	11	Maximin Paulin	L. Lamaque	5	48 00
103001	Falcon	"	10	Wm. Fruing & Co	Caraquet	4	39 60
103077	Fame	"	10	Geo. G. Mallet	Shippegan	4	39 60
121900	Fannie W. Freeman	Shelburne	79	F. T. B. Young	Caraquet	6	123 40
100298	Fisher	Chatham	12	Hubert Paulin	L. Lamaque	5	49 00
61445	Flavie	"	13	Wm. Fruing & Co	Caraquet	3	35 20
111468	Fleetwing	"	14	"	"	4	43 60
112165	Flying Cloud	"	13	John Robichaud	Shippegan	5	50 00
112151	Flying Foam	"	18	C. Robin, Collas Co.	Caraquet	4	47 60
100782	Flying Foam	"	12	F. T. B. Young	"	4	41 60
116479	Fortuna	"	10	Prospere Boudreau	Mizzonette	3	32 20
111467	Four Brothers	"	13	Henri Albert	Caraquet	4	42 60
100778	Gambetta	"	13	W. S. Loggie Co	Chatham	4	42 60
111464	Gazelle	"	13	C. Robin, Collas Co.	Caraquet	5	50 00
100954	Gazelle	"	10	W. S. Loggie Co	Chatham	5	47 00
100968	Gem	"	11	C. Robin, Collas Co	Caraquet	3	33 20
96733	Gem	"	12	Wm. Fruing Co	"	3	34 20
103766	Genesta	"	12	Theotime Poirier	"	4	41 60
116980	Georgia	"	15	Gilbert Duguay	L. Lameque	4	44 60
111848	Gipsy	"	15	Wm. Fruing & Co	Caraquet	4	44 60
103086	Gipsy	"	20	W. S. Loggie Co	Chatham	5	57 00
100964	Gladstone	"	10	Isaie Lanteigne	Caraquet	4	39 60
100910	Gleaner	"	13	Luke Lanteigne	"	4	42 60
107775	Goldseeker	"	13	C. Robin, Collas Co	"	3	35 20
122491	Good Intent	"	10	Jas. W. Nixon	"	3	32 20
112157	Grasshopper	"	16	Philip Rive	"	5	53 00
92418	Grip	"	12	Gustave Chenard	"	4	41 60
100790	Guiding Star	"	11	F. T. B. Young	"	1	18 40
111849	Happy Home	"	16	H. Le Boutillier, jr.	"	4	45 60
100956	Harold N	"	12	Philias Mallet	Shippegan	5	49 00
100994	Hercules	"	10	P. M. Lanteigne	Caraquet	4	39 60
107771	Heron	"	13	Wm. Fruing & Co	"	3	35 20
103765	Hirondelle	"	11	Agapit Leclerc	"	4	40 60
61425	Hope	New Carlisle	13	P. M. Lanteigne	"	4	42 60
92409	Hope	Chatham	18	Philip Rive	"	4	47 60
100903	Hope	"	12	F. T. B. Young	"	2	26 80
103939	Hope	"	11	Chas. Rail	Lameque	4	40 60
100906	Hotspur	"	10	Philip Rive	Caraquet	3	32 20
117181	Ida	"	16	Jos. J. Savoy	Lameque	5	53 00
103931	Irene	"	12	Wm. Fruing & Co	Caraquet	3	34 20
96724	Isabel	"	11	J. B. Hebert	"	5	48 00
103289	Jersey Lily	"	12	Wm. Fruing & Co	"	4	41 60
100958	John B	"	11	W. S. Loggie Co	Chatham	4	40 60
100965	Josephine	"	11	Philip Rive	Caraquet	3	33 20
116509	Kasaga	Lunenburg	59	F. T. B. Young	"	–	59 00
112169	Kathleen	Chatham	15	Wm. Fruing & Co	"	4	44 60
111466	King Edward	"	14	C. Robin, Collas Co	"	3	36 20
103949	Kingfisher	"	13	Wm. Fruing & Co	"	3	35 20
103288	Kite	"	10	Patrick Lanteigne	"	4	39 60
107774	Klondyke	"	14	C. Robin, Collas Co	"	3	36 20
103283	Koh-i-noor	"	13	Philip Rive	"	3	35 20
111461	Ladysmith	"	17	Hypolite Chiasson	L. Lameque	5	54 00
103003	Lark	"	10	Wm. Fruing & Co	Caraquet	4	39 60
107773	L'Etoile	"	15	Prudent Gallien	"	5	52 00
122059	Letta Jane	"	15	John McWard	Miscou	5	52 00
112152	Lillian	"	15	C. Robin Collas Co	Caraquet	3	37 20
100972	Lizzie D	"	11	F. T. B. Young	"	2	25 80

LIST of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*

GLOUCESTER COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
116977	Mabel	Chatham	16	W. S. Loggie Co	Chatham	5	53 00
116480	Maggie	"	10	John Paulin	Caraquet	2	24 80
100955	Majestic	"	10	W. S. Loggie Co	Chatham	4	39 60
112158	Maple Leaf	"	13	Wm. Fruing & Co	Caraquet	4	42 60
116978	Margaret	"	16	W. S. Loggie Co	Chatham	5	53 00
112163	Margaret Ann	"	13	John James	L. Lameque	5	50 00
107779	Marie	"	15	Gaspard Savoie	Shippegan	4	44 60
72100	Marie	"	11	Eugene Gauvin	Lameque	4	44 60
103278	Marie Celia	"	13	C. Robin, Collas Co	Caraquet	5	50 00
117182	Marie Etoile	"	20	J. A. Doiron	"	5	57 00
100292	Marie Joseph	"	12	Lazare Gauvin	L. Lameque	5	49 00
100295	Marie Louisa	"	18	J. A. Paulin	Caraquet	4	47 60
116471	Marie Louise	"	10	Gustave Chiasson	"	4	39 60
111847	Mary	"	14	David Albert	"	4	43 60
103084	Mary Emma	"	11	Wm. Fruing & Co	"	3	33 20
92413	Mary Jane	"	14	P. C. Doiron	"	5	51 00
116478	Mary O	"	11	J. O. Cormier	Mizzonnette	4	40 60
100957	Mary R	"	12	W. S. Loggie Co	Chatham	5	49 00
116475	Mary Rose	"	17	William Cormier	Caraquet	5	54 00
112161	Mary Star	"	15	H. Le Bouthillier, sr	"	4	44 60
111844	Mary Star of the Sea	"	14	C. Robin, Collas Co	"	4	43 60
112150	Mary Star of the Sea	"	15	Luke Friolet	"	6	59 40
116477	Mary Star of the Sea	"	20	Ferdinand Savoy	Shippegan	4	49 60
103768	Mayflower	"	13	C. Robin, Collas Co	Caraquet	3	35 20
111462	Mayflower	"	10	Geo. Vibert	Miscou	4	39 60
107777	May Flower	"	11	R. J. Noel	L. Shippegan	5	48 00
100779	Mermaid	"	11	W. S. Loggie Co	Chatham	5	48 00
112164	Merry Christmas	"	13	Celestin Jean	L. Lameque	5	50 00
100300	Mikado	"	13	C. Robin, Collas Co	Caraquet	4	42 60
117188	Morning Star	"	14	Romain Noel	Lameque	5	51 00
88669	Morning Star	"	12	Gustave Gionet	Pokemouche	2	26 80
122055	Olive	"	14	Amede Duguay	L. Lameque	5	51 00
122052	Opal	"	10	Pierre Chiasson	Island River	5	47 00
103004	Oriole	"	11	Wm. Fruing & Co	Caraquet	4	40 60
103005	Osprey	"	10	"	"	4	39 60
100904	P. T. S	"	11	Hugh Lanteigne	"	4	40 60
100297	Palma	"	14	A. F. Aché	Lameque	4	43 60
100776	Patrick	"	11	Philip Rive	Caraquet	3	33 20
103778	Pelican	"	13	Wm. Fruing & Co	"	4	42 60
103764	Petrel	"	12	"	"	3	34 20
116974	Providence	"	18	Michel Lanteigne	"	4	47 60
96740	Providence	"	13	T. Le Bouthillier	"	4	42 60
96732	Providence	"	11	Wm. Fruing & Co	"	4	40 60
100775	Red Gauntlet	"	11	Philip Rive	"	4	40 60
103586	Remus	"	17	W. S. Loggie Co	Chatham	5	54 00
100952	Replevin	"	10	C. Robin, Collas Co	Caraquet	3	32 20
103078	Reward	"	13	James De Grace	Shippegan	4	42 60
97191	Rita	"	12	C. Robin, Collas Co	Caraquet	4	41 60
111470	River Branch	"	11	Wm. Fruing & Co	"	3	33 20
103946	Robin	"	12	C. Robin, Collas Co	"	4	41 60
103587	Romulus	"	19	W. S. Loggie Co	Chatham	5	56 00
92404	Rosa	"	17	Fabien O. Aché	Lameque	4	46 60
100908	Rosalie	"	10	Philip Rive	Caraquet	3	32 20
100773	Rupert	"	12	"	"	3	34 20
116972	St. André	"	15	André A. Aché	Lameque	4	44 60
111469	St. John	"	13	John Aché	"	4	42 60
112167	St. Joseph	"	10	Raphael Gionet	Caraquet	4	39 60
103008	St. Joseph	"	12	Adolphe Aché	Lameque	5	49 50
107776	St. Peter	"	12	"	"	4	41 60
116473	Ste. Anne	"	14	Onesime Chiasson	"	4	43 60
117187	Ste. Anne	"	13	Jean P. Noel	"	4	42 60

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List of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*

GLOUCESTER COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
117189	Ste. Cecelia	Chatham	13	Gelas Aché	L. Lameque	5	50 00
122051	Ste Julie	"	12	Marguerite Noel	Lameque	4	41 60
74401	Sara	"	11	William Doucet	Caraquet	5	48 00
106907	Sarah	"	10	F. T. B. Young	"	3	32 20
103010	Sarah B	"	10	A. S. Lanteigne	"	4	39 60
117190	Saturn	"	10	Dom. Blanchard	Mizzonnette	5	47 00
103584	Saxon	"	13	Philip Rive	Caraquet	3	35 20
100959	Sea Bird	"	10	W. S. Loggie Co	Chatham	5	47 00
100914	Sea Flower	"	11	C. Robin, Collas Co	Caraquet	3	33 20
100901	Sea Flower	"	12	F. T. B. Young	"	3	34 20
96926	Sea Foam	"	15	J. B. Sewell	"	4	44 60
96731	Sea Star	"	13	Joseph Savoy	Shippegan	4	42 60
100961	Silver Moon	"	14	W. S. Loggie Co	Chatham	4	43 60
100788	Sir Charles	"	11	F. T. B. Young	Caraquet	4	40 60
122060	Spark	"	10	Wm. Fruing & Co	"	4	39 60
100963	Stanley	"	10	A. D. Gionet	"	3	32 20
103687	Stanley	"	10	Adam Silva, sr	Miscou	5	47 00
103767	Stella Maris	"	19	C. Robin, Collas Co	Caraquet	4	48 60
122056	Sunbeam	"	14	Wm. Fruing & Co	"	4	43 60
111845	Superior	"	14	C. Robin, Collas Co	"	4	43 60
103772	Surprise	"	10	Isaie Godin	Mizzonette	3	32 20
103947	Swallow	"	13	C. Robin, Collas Co	Caraquet	3	35 20
103762	Swan	"	14	Wm. Fruing & Co	"	4	43 60
100986	Swift	"	11	F. J. Chiasson	Island River	5	48 00
100777	Teutonic	"	11	W. S. Loggie Co	Chatham	4	40 60
96738	Three Brothers	"	12	J. S. Albert	Caraquet	4	41 60
117184	Three Brothers	"	15	Docithé Chiasson	Shippegan Isl'd	5	52 00
100918	Tickler	"	12	C. Robin, Collas Co	Caraquet	3	34 20
112159	United Empire	"	17	F. T. B. Young	"	3	39 20
103285	Valkyrie	"	12	Philip Rive	"	3	34 20
103775	Victoria	"	16	W. S. Loggie Co	Chatham	4	45 60
117183	Vina	"	14	Jacques Noel	Lameque	4	43 60
100995	Voltaire	"	10	P. M. Lanteigne	Caraquet	3	32 20
100966	Von Moltke	"	11	P. J. Frigot	"	5	48 00
103588	Vulture	"	13	W. S. Loggie Co	Chatham	4	42 60
122054	White Fish	"	13	Eutrope Chiasson	Lameque	5	50 00
100953	White Wings	"	10	F. T. B. Young	Caraquet	3	32 20
100973	World's Fair	"	11	"	"	3	33 20
103079	Wren	"	11	Wm. Fruing & Co	"	3	33 20
100920	Zephyr	"	12	C. Robin, Collas Co	"	3	34 20

NORTHUMBERLAND COUNTY.

100969	John Bull	Chatham	10	Honoré Albert	Neguac	3	32 20
92420	Mary Louise	"	13	Donald Loggie	Burnt Church	3	35 20
122495	Victory	"	10	Luther Lewis, et al	Escuminac	2	24 80

RESTIGOUCHE COUNTY.

94959	Winnie G. S	Lunenburg	26	Donald McGregor	Dalhousie	3	18 20

ST. JOHN COUNTY.

59388	Letitia	St. Andrews	10	Mark Shannon	St. John	3	32 20
116724	Walter C	St. John	18	J. L. Belding	Chance Harbour	3	40 20
103704	Whisper	Yarmouth	31	William Harkins	Dipper Harbour	3	53 20

LIST of Vessels which received Fishing Bounty, &c.—*Continued.*

PROVINCE OF PRINCE EDWARD ISLAND.

KINGS COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
71302	Alice	Charlottetown.	10	John Gerrior.	Georgetown.	4	39 60
116303	Bella Rose	"	21	Mathew Rose	Priest Pond	4	50 60
74141	Belle	Guysboro	21	J. W. Jenkins	Point Pleasant	4	60 60
71310	Black Watch	Charlottetown.	23	Pius Cheverie	Souris	5	60 00
100445	Carrie O.	Canso	12	Edward Colbert	Beach Point	3	34 20
116294	Charlotte S	Charlottetown.	14	Reuben Penny	Murray H'b'r S.	3	36 20
116278	Christie Belle	"	13	Frank McDonald	Souris	3	35 20
66679	Diploma	Yarmouth	62	John Dicks	Georgetown	7	113 80
75904	Empress	Charlottetown	26	John Gosbee	Murray River,	5	63 00
122086	Florence	"	14	Lot Graham	Beach Point	3	36 20
75835	Four Brothers	Halifax	26	Thomas Gosbee	Gurnsey Cove	6	70 40
116308	Francis D. Cook	Charlottetown	47	Reuben Cohoon	Beach Point	4	76 60
122081	Frank	"	10	J. M. Cheverie	Souris	5	47 00
107759	Hustler	"	13	Lauchlin McNeill	Beach Point	4	42 60
122087	Janet	"	14	Wilfred Cheverie	Souris	4	43 60
83097	Joseph Ann	Pt. Hawkesbury	22	Joseph Dorion	"	4	51 60
100696	Marion Emerson	Pictou	30	Wallace White	Beach Point	5	67 00
113022	Miantonomah	Charlottetown	72	Edward Dicks	Georgetown	7	123 80
107751	Minnie Laura	"	31	Joseph White	Beach Point	4	60 60
107985	Muriel	Shelburne	25	Silas Sencabaugh	"	5	62 00
96770	O. L. B	Pt. Hawkesbury	12	Chas. Gillam	Souris	3	34 20
112378	Olive S	Arichat	17	Alex. Jackson	Pt. Pleasant	3	39 20
116296	Outlook	Charlottetown	21	Hugh Jackson	Beach Point	5	58 00
112125	Pearl	Lunenburg	14	J. A. McKenzie	"	4	43 60
96727	Ryse	Charlottetown	11	Wm. J. Poole	Souris	4	40 60
64869	Sarah L. Oxner	Halifax.	34	Edward Delorie.	Georgetown.	4	63 60
122085	Silver Spray	Charlottetown	16	Wm. Johnston	Montague	3	38 20
116750	Stella R	Halifax	13	Z. Beaver	Souris	3	35 20
107770	Success	Charlottetown	15	Robt. McKenzie	Cable Head	4	44 60

PRINCE COUNTY.

103507	Annie	Halifax.	16	Joshua Hutt	Alberton	4	45 60
107758	Daisy	Charlottetown	13	Daniel Fraser	"	5	50 00
94670	Katie A. Burns	"	36	John Agnew	"	6	80 40
103592	Rosamond	"	18	D. O. Champion.	Baltic	4	47 60
94992	Sarah P. Ayer.	"	64	John Champion.	Alberton	10	138 00
107760	Western Prince	"	10	Wallace Richard	"	2	24 80

QUEENS COUNTY.

107763	Guinea	Charlottetown	10	Boyce Harding	French River	4	39 60
100580	Maggie E. C.	Lunenburg	20	J. H. McLeod	"	4	49 60
100474	R. Beatrice	Charlottetown	19	Jonathan Delaney	"	3	41 20
122082	Sea View	"	13	S. Pickering	Sea View	3	35 20
92745	Surprise	"	18	Frank Pidgeon	French River	4	47 60
88518	W. F. Elizabeth	Sydney	10	Thos. Doyle	North Rustico	6	54 40

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List of Vessels which received Fishing Bounty, &c.—*Concluded.*

PROVINCE OF QUEBEC.

GASPE COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
103318	Little Heir	Pt. Hawkesbury	19	Timothé Larade	Grand Entry	4	48 60
88464	Mary E	Arichat	10	Nectaire Boudreau	Amherst	4	47 00
85400	Minnie M	Magdalen Islds.	13	Honoré Cormier	"	4	42 60
85399	Minnie May	Amherst, M.I.	10	Wm. Boudreau	"	4	39 60
111430	Shamrock	Halifax	23	Alfred Vigneau	"	5	60 00
107188	Stella	Charlottetown	15	Alibé Lafrance	Pointe Basse	4	44 60
94675	Success	Halifax	16	R. J. Leslie & Co.	Amherst	3	38 20

SAGUENAY COUNTY.

103060	Edith M.	Quebec	20	Zoel Jomphe	Seven Islands	3	42 20
75445	Phoenix	Gaspe	28	Ulric Gagné	Caribou Islands	2	42 80

APPENDIX No. 2.

EXPENDITURE AND REVENUE.

The total expenditure for all Fisheries services, except Civil Government, for the fiscal year ending 31st March, 1908, including Fishing Bounty, a mounted to $956,196.23 being within the appropriation by over $400,000.

The total net fisheries revenue, during the same period, for rents, license fees, fines and sales, including the *modus vivendi* licenses to United States vessels, amounted to $91,574.

Service.	Expenditure.	Vote.
	$ cts.	$ cts.
Fisheries	157,874 13	157,900 00
Fish-breeding	235,660 26	252,300 00
Fisheries protection service	225,279 96	225,260 00
Fishing bounty	156,114 50	160,000 00
Miscellaneous expenditure	181,267 38	560,846 00
Total	956,196 23	1,356,306 00

The details of the above will be found in the Auditor General's report under the proper headings.

In addition to the above, the following summary shows the salaries and disbursements of fishery officers in the several provinces, together with the expenses for maintenance of the different fish-breeding establishments throughout the Dominion.

Service.	
	$ cts.
Fisheries, Ontario	4,857 23
" Quebec	8,200 02
" New Brunswick	36,445 88
" Nova Scotia	45,241 50
" Prince Edward Island	9,455 80
" Manitoba	4,638 51
" Alberta	5,440 66
" Saskatchewan	7,277 49
" British Columbia	31,954 83
" Yukon	1,226 30
General account	3,135 91
Total	157,874 13

FISHERIES, 1907-08.

The expenditure by provinces is subdivided as follows:—

	Amount.	Total.
	$ ct.	$ cts.
Ontario.		
Salaries of officers	3,600 00	
Disbursements of officers	1,257 23	
Wages, Special Guardians		
Expenses, Special Guardians		
Miscellaneous		
Total		4,857 23
Quebec.		
Salaries of officers	3,600 37	
Disbursements of officers	4,170 21	
Wages, Special Guardians	418 00	
Expenses, Special Guardians		
Miscellaneous	11 44	
Total		8,200 02
New Brunswick.		
Salaries of officers	6,445 00	
Disbursements of officers	9,659 94	
Wages, Special Guardians	18,490 41	
Expenses, Special Guardians	707 68	
Miscellaneous	1,142 85	
Total		36,445 88
Nova Scotia.		
Salaries of officers	9,026 33	
Disbursements of officers	16,754 63	
Wages, Special Guardians	19,326 53	
Expenses, Special Guardians		
Miscellaneous	134 01	
Total		45,241 50
Prince Edward Island.		
Salaries of officers	3,150 00	
Disbursements of officers	2,205 36	
Wages, Special Guardians	4,000 57	
Expenses, Special Guardians	21 27	
Miscellaneous	78 66	
Total		9,455 80
Manitoba.		
Salaries of officers	1,500 00	
Disbursements of officers	685 28	
Wages, Special Guardians	1,495 84	
Expenses, Special Guardians	820 05	
Miscellaneous	137 34	
Total		4,638 51
Saskatchewan.		
Salaries of officers	2,297 49	
Disbursements of officers	2,593 60	
Wages, Special Guardians	1,273 50	
Expenses, Special Guardians	1,112 90	
Miscellaneous		
Total		7,277 49

	Amount.	Total.
	$ cts.	$ cts.
Alberta.		
Salaries of officers	547 50	
Disbursements of officers		
Wages, Special Guardians	1,662 70	
Expenses, Special Guardians	2,937 40	
Miscellaneous	293 06	
Total		5,440 66
British Columbia.		
Salaries of officers	6,406 92	
Disbursements of officers	4,349 59	
Wages, Special Guardians	13,827 46	
Expenses, Special Guardians	3,589 72	
Miscellaneous	3,790 14	
Total		
Yukon.		
Salaries of officers	1,000 00	
Disbursements of officers	148 30	
Wages, Special Guardians	78 00	
Expenses, Special Guardians		
Miscellaneous		
Total		1,226 30
General account		3,135 91
Grand total		157,874 13

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FISHERIES GENERAL EXPENDITURE—*Continued.*

FISH-BREEDING.

Service.	Expenditure.	Total.
	$ cts.	$ cts.
Fish-breeding, Ottawa hatchery, Ontario	2,786 64	
" Newcastle " "	3,934 30	
" Sandwich " "	14,354 55	
" Wiarton " "	5,031 63	
" Quinte Bass Pond hatchery	910 38	
		27,017 50
" Tadoussac hatchery, Quebec	5,273 41	
" Gaspé " "	2,097 61	
" Magog " "	2,564 91	
" St. Alexis " "	1,329 74	
" Mont Tremblant "	796 85	
" Chelsea " "	126 59	
" Lake Lester " "	1,435 98	
		13,625 09
" Restigouche hatchery, N. B	4,987 77	
" Miramichi " "	10,588 49	
" St. John River " "	1,713 50	
" Shemogue " "	2,192 35	
" Shippegan " "	2,705 31	
" St. John Pond " "	6,921 93	
		29,109 35
" Bedford hatchery, N. S	2,254 01	
" Margaree " "	3,668 63	
" Bay View " "	2,875 58	
" Canso " "	1,953 92	
" Windsor " "	1,855 89	
" Fourchu " "	7,413 06	
		20,021 09
" Selkirk hatchery, Man	4,689 85	
" Berens " "	7,909 19	
" Winnipegosis "	12,684 42	
		25,283 46
" Fraser River hatchery, B.C	8,137 09	
" Granite Creek " "	7,928 52	
" Skeena " "	6,910 34	
" Babine " "	24,997 01	
" Pemberton " "	10,970 95	
" Harrison Lake " "	10,777 35	
" Rivers Inlet " "	7,338 76	
" Stuart Lake " "	27,005 12	
		104,065 14
" Kelley's Pond hatchery, P.E., Id	2,011 57	
" Charlottetown " "	2,135 06	
		4,146 63
General account	12,392 00	
		12,392 00
		235,660 26

FISHERIES GENERAL EXPENDITURE—*Continued.*

FISH-BREEDING—*Continued.*

SALARIES, ETC.	$ cts.	$ cts.
General Account—		
Salaries	5,353 00	
Miscellaneous	7,039 00	
Total		12,392 00
British Columbia.		
Babine hatchery—		
Salaries	833 33	
Miscellaneous expenditure	24,163 68	
Total		24,997 01
Fraser River hatchery—		
Salaries	962 51	
Miscellaneous	7,174 58	
Total		8,137 09
Granite Creek hatchery—		
Salaries	991 68	
Miscellaneous	6,936 84	
Total		7,928 52
Harrison Lake hatchery—		
Salaries	1,200 00	
Miscellaneous	9,577 35	
Total		10,777 35
Pemberton hatchery—		
Salaries	1,100 00	
Miscellaneous	9,870 95	
Total		10,970 95
River's Inlet hatchery—		
Salaries	1,012 49	
Miscellaneous	6,326 27	
Total		7,338 76
Skeena River hatchery—		
Salaries	1,295 00	
Miscellaneous	5,615 34	
Total		6,910 34
Stuart Lake hatchery—		
Salaries	1,075 00	
Miscellaneous	25,930 12	
Total		27,005 12
Manitoba.		
Berens River hatchery—		
Salaries		
Miscellaneous	7,909 19	
Total		7,909 19
Selkirk hatchery—		
Salaries	1,200 00	
Miscellaneous	3,489 85	
Total		4,689 85
Winnipegosis hatchery—		
Salaries		
Miscellaneous	12,684 42	
Total		12,684 42
New Brunswick.		
Miramichi hatchery—		
Salaries	1,000 00	
Miscellaneous	9,588 49	
Total		10,588 49

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FISHERIES GENERAL EXPENDITURE—*Continued.*

FISH-BREEDING—*Continued.*

SALARIES, ETC.—*Continued.*	$ cts.	$ cts.
New Brunswick—Continued.		
Restigouche hatchery—		
Salaries	1,108 34	
Miscellaneous	3,879 43	
Total		4,987 77
Shippegan hatchery--		
Salaries		
Miscellaneous	2,705 31	
Total		2,705 31
Shemogue hatchery—		
Salaries		
Miscellaneous	2,192 35	
Total		2,192 35
St. John's Pond		
Salaries		
Miscellaneous	6,921 93	
Total		6,921 93
St. John's River hatchery—		
Salaries	940 00	
Miscellaneous	773 50	
Total		1,713 50
Nova Scotia.		
Bay View hatchery--		
Salaries		
Miscellaneous	2,875 58	
Total		2,875 58
Bedford hatchery—		
Salaries	1,500 00	
Miscellaneous	754 01	
Total		2,254 01
Canso hatchery—		
Salaries		
Miscellaneous	1,953 92	
Total		1,953 92
Fourchu Pond hatchery—		
Salaries		
Miscellaneous	7,413 06	
Total		7,413 06
Margaree hatchery—		
Salaries	920 00	
Miscellaneous	2,748 63	
Total		3,668 63
Windsor hatchery—		
Salaries	800 00	
Miscellaneous	1,055 89	
Total		1,855 89
Ontario.		
Newcastle hatchery—		
Salaries	1,481 50	
Miscellaneous	2,452 80	
Total		3,934 30
Ottawa hatchery—		
Salaries	1,682 00	
Miscellaneous	1,104 64	
Total		2,786 64

FISHERIES GENERAL EXPENDITURE—*Continued.*

FISH-BREEDING—*Continued.*

SALARIES, ETC.—*Continued.*	$ cts.	$ cts.
Ontario—Continued.		
Quinte Pond—		
Salaries	125 00	
Miscellaneous	785 38	
Total		910 38
Sandwich hatchery—		
Salaries	1,050 00	
Miscellaneous	13,304 55	
Total		14,354 55
Wiarton hatchery—		
Salaries	1,395 00	
Miscellaneous	3,636 63	
Total		5,031 63
Prince Edward Island.		
Charlottetown hatchery—		
Salaries		
Miscellaneous	2,135 06	
Total		2,135 06
Kelly's Pond—		
Salaries	950 00	
Miscellaneous	1,061 57	
Total		2,011 57
Quebec.		
Chelsea Trout Pond—		
Salaries		
Miscellaneous	126 59	
Total		126 59
Gaspé hatchery—		
Salaries	1,041 66	
Miscellaneous	1,055 95	
Total		2,097 61
Lac Tremblant hatchery—		
Salaries	450 00	
Miscellaneous	346 85	
Total		796 85
Lake Lester—		
Salaries	666 66	
Miscellaneous	769 32	
Total		1,435 98
Magog hatchery—		
Salaries	750 00	
Miscellaneous	1,814 91	
Total		2,564 91
St. Alexis hatchery—		
Salaries	400 00	
Miscellaneous	929 74	
Total		1,329 74
Tadoussac hatchery—		
Salaries	900 00	
Miscellaneous	4,373 41	
Total		5,273 41

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FISHERIES GENERAL EXPENDITURE—*Continued.*

FISHERIES PROTECTION SERVICE.

	$ cts.	$ cts.
General Account	10,247 92	10,247 92
Steamer 'Princess.'		
Wages of officers and men	9,748 97	
Provisions	3,471 34	
Fuel	4,439 41	
Repairs and supplies	8,855 92	
Miscellaneous expenditure	6,039 52	
Clothing	668 50	
Total		33,233 66
Steamer 'Curlew.'		
Wages of officers and men	5,715 95	
Provisions	1,742 29	
Fuel	1,126 71	
Repairs and supplies	5,356 14	
Miscellaneous expenditure	717 07	
Clothing	291 75	
Total		14,949 91
'Steamer 'Petrel.'		
Wages of officers and men	7,968 56	
Provisions	4,040 38	
Fuel	1,618 37	
Repairs and supplies	4,724 76	
Miscellaneous expenditure	1,552 10	
Clothing	755 90	
Total		20,660 07
Steamer 'Constance.'		
Wages of officers and men	8,204 73	
Provisions	2,509 72	
Fuel	5,433 65	
Repairs and supplies	6,808 54	
Miscellaneous expenditure	1,557 25	
Clothing	564 65	
Total		25,078 54
Schooner 'Osprey.'		
Wages of officers and men	3,929 93	
Provisions	2,023 75	
Fuel	19 88	
Repairs and supplies	1,205 91	
Miscellaneous expenditure	581 47	
Clothing	489 15	
Total		8,250 09
'Lady of Lake.'		
Wages	3,137 92	
Provisions	469 03	
Fuel	344 49	
Repairs and supplies	1,378 82	
Miscellaneous expenditure	551 33	
Clothing		
Total		5,881 59
Carried forward		118,291 78

FISHERIES GENERAL EXPENDITURE—*Continued.*

FISHERIES PROTECTION SERVICE—*Continued.*

	$ cts	$ cts.
Brought forward		118,291 78
'Georgia'		
Wages of officers and men	3,896 46	
Provisions	770 76	
Fuel	631 65	
Repairs and supplies	1,442 26	
Miscellaneous	353 49	
Clothing	185 50	
Total		7,280 12
'Swan'		
Wages of officers and men	1,800 00	
Provisions	76 60	
Fuel	157 15	
Repairs and supplies	307 78	
Miscellaneous	403 79	
Clothing		
Total		2,745 32
'Kestrel'		
Wages and men	15,742 96	
Provisions	6,363 89	
Fuel	4,863 00	
Repairs and supplies	3,211 66	
Miscellaneous	730 89	
Clothing	1,146 33	
Total		32,058 73
'Falcon'		
Wages of officers and men	4,703 56	
Provisions	1,843 34	
Fuel	2,025 10	
Repairs and supplies	1,976 94	
Miscellaneous	700 75	
Clothing	105 00	
Total		11,354 69
'Vigilant'		
Wages of officers and men	11,788 88	
Provisions	4,803 17	
Fuel	4,274 15	
Repairs and supplies	3,556 45	
Miscellaneous	2,257 54	
Clothing	692 90	
Total		27,373 09
'Canada.'		
Wages of officers and men	13,274 22	
Provisions	13,851 28	
Fuel	3,866 85	
Repairs and supplies	10,235 73	
Clothing	1,351 50	
Miscellaneous	5,296 36	
Charter		47,875 94
Fisheries Intelligence Bureau		3,378 83
Grand total		250,358 50
Less amount paid by Customs Department for St'r. 'Constance.'		25,078 54
Total		$ 225,279 96

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FISHERIES GENERAL EXPENDITURE—*Concluded.*

Miscellaneous.	$ cts.	$ cts.
Building fishways	7,760 61	
Legal and incidental expenses	542 43	
Canadian fisheries exhibit	6,853 60	
Expenditure in connection with the distribution of fishing bounties	5,004 98	
Surveys of oyster beds	3,511 93	
Issuing licenses to United States fishing vessels	546 00	
Cold storage	44,112 02	
Georgian Bay biological laboratory	825 97	
Fishery Commission	14,947 68	
Disposal of Dogfish	40,671 50	
Fish drier, Souris, P.E.I.	8,572 55	
Claims of Provincial Governments	1,207 34	
Marine Biological Stations	15,003 33	
Transportation fresh fish	361 86	
Fish Breeding Est. Great Lakes—		
Wiarton $4,663.00	8,799 70	
Sarnia $4,136.70		
Steamer for Lake Winnipeg (Lady of Lake)	8,022 36	
F.P.S. Cruiser B.C. (Plans)	237 04	
Purchases Launches B.C.	2,750 00	
Reconstruction Steamer North	8,536 48	
Expenses *re* Seizures	3,000 00	
Total		$ 181,267 38

Statement of Fisheries Revenue paid to the Credit of the Receiver General of Canada for the fiscal year ended March 31, 1908.

Provinces.	Amount collected.	Refunds.	Net Amount.
	$ cts.	$ cts.	$ cts.
Ontario	480 25	22 25	458 00
Quebec	6,185 63		6,185 63
Nova Scotia	4,487 28	16 83	4,470 45
New Brunswick	11,561 20	20 00	11,541 20
Prince Edward Island	3,013 85		3,013 85
Manitoba	3,529 05	2 00	3,527 05
Northwest Territories	200 00		200 00
Saskatchewan	958 60	10 00	948 60
Alberta	2 50		2 50
British Columbia	49,537 55	800 00	48,737 55
Hudson Bay	360 00		360 00
Franklin District	398 15		398 15
Yukon	274 00		274 00
Total	80,988 06	871 08	80,116 98
Licenses to U. S. fishing vessels	10,574 00	4 50	10,569 50
Net Total			$ 90,686 48

COMPARATIVE STATEMENT of Expenditure and Revenue of the

Number.		1890-91.		1891-92.		1892-93.	
		Expenditure.	Revenue.	Expenditure.	Revenue.	Expenditure.	Revenue.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	General account Fisheries						
2	Ontario	15,540 30	26,517 70	15,155 83	25,368 90	20,116 91	30,623 09
3	Quebec	10,666 98	3,642 14	10,917 36	4,742 76	11,761 34	7,471 70
4	New Brunswick	16,082 77	7,193 69	15,707 98	6,334 83	15,721 05	7,831 53
5	Nova Scotia	17,844 19	5,582 65	18,755 86	3,357 42	19,444 22	6,782 02
6	Prince Edward Island	3,242 25	667 00	1,835 65	166 00	2,847 60	304 10
7	Manitoba and N. W. Terr	3,609 03	1,234 00	3,593 43	1,079 00	3,932 96	1,661 68
8	British Columbia	4,220 53	12,859 02	6,158 17	8,192 48	5,490 60	40,264 00
9	Fish-breeding and fishways	39,496 45	1,286 59	43,957 74	178 00	47,322 49	
10	Fisheries Protection Service	83,050 16	1,934 49	93,397 40		106,805 39	
11	Miscellaneous	13,382 28		17,449 06		100,602 14	
	Totals	207,234 94	60,917 19	226,928 48	49,719 39	334,044 70	94,938 12
	Fishing bounties	165,967 22		156,892 25		159,752 15	

Number.		1897-98.		1898-99.		1899-00.	
12	General Account Fisheries	2,389 66		2,632 12		652 41	
13	Ontario	19,239 34	30,574 57	11,784 22	5,830 85	3,804 94	794 12
14	Quebec	11,140 16	7,571 15	11,350 27	6,287 71	5,452 41	2,543 04
15	New Brunswick	17,063 58	5,317 08	22,922 50	10,430 08	21,659 94	12,015 27
16	Nova Scotia	21,683 91	11,511 85	25,348 11	6,668 22	27,461 91	5,494 49
17	Prince Edward Island	6,775 78	2,707 57	6,832 85	2,242 24	7,364 30	2,207 12
18	Manitoba	1,206 26	1,515 00	1,883 37	1,537 85	1,723 59	2,028 00
19	N. W. Territories	2,324 66	393 87	4,065 68	150 50	3,848 25	1,522 50
20	British Columbia	8,568 79	47,864 75	8,459 47	45,801 75	13,662 17	53,195 35
21	Yukon						
22	Hudson Bay Territory						
23	Fish-breeding	28,002 32		34,522 57		38,070 12	
24	Fisheries Protection Service	101,807 96		105,133 27		97,370 11	
25	Miscellaneous	59,919 56		23,207 73		31,125 67	
	Totals	280,061 98	107,455 84	427,599 16	75,949 20	411,717 35	79,799 89
	Fishing bounties	157,504 00		159,459 00		160,000 06	

Number.		1904-05.		1905-06.		1906-07.	
26	General Account Fisheries	1,314 75		2,261 66		1,437 28	
27	Ontario	4,294 60	1,471 51	4,949 67	499 15	3,188 34	349 10
28	Quebec	6,769 16	4,648 86	8,123 04	7,564 39	5,590 94	8,145 97
29	New Brunswick	25,253 16	11,887 19	35,856 38	11,395 84	24,987 70	9,153 08
30	Nova Scotia	32,619 85	6,448 88	49,351 10	4,934 43	24,989 09	
31	Prince Edward Island	6,879 05	2,046 50	9,351 81	2,206 25	5,792 32	3,118 73
32	Manitoba	2,800 64	4,875 70	3,687 07	4,148 00	2,173 33	1,300 94
33	N. W. Territories	7,003 55	1,151 50	11,124 22	868 97	6,359 22	969 50
34	British Columbia	16,631 37	47,436 00	30,141 33	51,532 50	20,381 97	29,903 95
35	Yukon	1,400 00	340 00	1,083 31	282 00	1,030 35	173 00
36	Hudson Bay Territory		10 00		10 00		10 00
37	Fish-breeding	149,419 24		209,279 78		118,681 62	
38	Fisheries Protection Service	462,082 12		249,876 37		204,837 82	
39	Miscellaneous	105,892 97	10,472 00	194,993 61	14,568 16	115,219 92	4,134 00
	Totals	822,360 46	90,988 14	968,626 60	98,009 69	534,669 90	59,544 25
	Fishing bounties	157,228 24		158,546 65		159,015 75	

NOTE—Miscellaneous Revenue consists of U. S. *Modus vivendi* License.

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Fisheries Department from July 1, 1890, to March 31, 1908.

1893-94.		1894-95.		1895-96.		1896-97.		Number.
Expenditure.	Revenue	Expenditure.	Revenue	Expenditure.	Revenue	Expenditure.	Revenue	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	.....	.....	.....	.....	2,198 47	.....	1
22,634 37	28,632 82	21,938 56	33,211 60	24,917 48	35,681 68	21,592 40	32,814 66	2
11,692 82	7,211 82	12,459 34	8,836 18	11,879 43	8,160 98	12,910 80	7,876 12	3
18,522 94	8,333 24	21,370 94	11,170 36	20,526 56	10,696 88	21,671 92	10,110 77	4
20,420 81	5,296 27	23,555 38	7,075 07	23,049 41	6,180 93	23,682 33	5,239 55	5
3,078 55	980 15	3,796 58	3,312 30	3,555 87	2,161 85	3,744 36	2,032 25	6
5,331 29	926 99	6,178 71	2,458 80	6,915 20	2,256 69	1,908 14 2,181 58	1,719 00 344 13	7
5,283 21	25,337 90	6,218 74	23,517 25	6,226 77	26,410 75	8,841 64	39,888 82	8
45,024 67	....	39,730 93	.....	38,050 41	....	27,330 73	.....	9
115,147 59	....	100,207 29	....	102,021 72	.....	99,357 01	.....	10
34,892 19	.....	24,619 86	.....	20,203 25	.....	62,777 30	.....	11
282,028 44	76,719 19	260,076 33	89,581 56	257,237 10	91,549 76	289,197 01	100,025 30	
158,794 54	....	160,089 42	.....	163,567 99	.....	154,389 77	.....	

1900-01.		1901-02.		1902-03.		1903-04.		
1,117 49	.....	765 78	.....	402 97	.....	1,362 11	.....	12
3,819 57	717 35	4,445 93	373 42	4,650 53	1,818 83	4,500 43	2,578 48	13
7,934 03	4,738 92	6,242 58	2,498 85	6,785 86	4,379 15	7,619 67	4,670 64	14
28,452 51	10,150 40	23,813 62	11,658 34	27,132 84	11,188 02	27,664 34	10,593 20	15
35,760 39	6,595 94	32,618 00	6,084 65	39,118 79	3,962 45	30,003 01	3,685 75	16
7,934 03	1,525 30	7,814 02	1,843 45	7,081 60	2,007 35	7,320 96	1,983 42	17
2,669 74	1,103 00	2,624 87	2,279 00	3,129 70	1,784 00	2,789 74	4,002 70	18
6,251 39	1,222 55	5,928 22	950 07	7,076 26	1,350 50	7,317 49	922 50	19
17,886 36	52,960 35	18,560 73	41,178 65	17,808 45	43,015 02	15,133 65	56,904 34	20
.....	.....	2,066 66	1,130 00	1,522 00	320 00	1,400 00	240 00	21
.....	.....	.....	.....	.....	.....	....	10 00	22
68,961 40	.....	79,891 85	.....	77,330 86	.....	109,286 07	.....	23
124,211 21	.....	152,723 69	.....	145,137 49	.....	204,654 66	....	24
27,833 79	9,178 50	56,131 26	11,223 65	30,903 27	8,925 40	56,828 18	10,165 50	25
332,767 07	88,145 11	393,627 21	79,169 58	368,091 12	78,635 82	475,880 31	95,756 53	
158,802 50	....	155,942 00	.....	159,853 50	.....	158,943 70	... .	

1907-08.	
3,135 91	....
4,857 23	458 00
8,200 02	6,185 63
36,445 88	11,541 20
45,241 50	4,479 45
9,455 80	3,013 85
4,638 51	3,527 05
12,718 15	1,151 10
31,964 83	48,737 55
1,226 30	274 00
.....	369 00
235,660 26	... .
225,279 96	.....
181,267 38	395 15
956,196 23	....
156,114 50	..... .

APPENDIX No. 3.

NEW BRUNSWICK.

District No. 1, comprising the counties of Charlotte and St. John. *Inspector John F. Calder, Campobello.*

District No. 2, comprising the counties of Albert, Westmorland, Kent, Northumberland, Gloucester and Restigouche. *Inspector R. A. Chapman, Moncton.*

District No. 3, comprising the counties of Kings, Queens, Sunbury, York, Carleton and Victoria. *Inspector H. E. Harrison, Fredericton.*

DISTRICT No. 1.

REPORT ON THE FISHERIES OF DISTRICT No. 1, NEW BRUNSWICK, FOR THE SEASON 1907.

CAMPOBELLO, April 25, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith my second annual report on the fisheries of District No. 1, New Brunswick, for the fiscal year ending on the 31st day of March, 1908, with the statistics of the different sub-divisions and synopses of the reports of their officers.

I am pleased to be able to report a very large increase in the value of the catch for this year, compared with 1906. The value of the yield for that year was $1,364,690. This year the value is $1,554,601 ; an increase of $189,910. I have carefully gone over all the different officers' returns, and in all cases where there was a doubt as to their being correct, I have taken the matter up with the respective officers and whenever we found errors we made the necessary corrections, and the return I am sending you, is in strict accordance with the facts. A late and boisterous spring handicapped the fishermen, particularly those engaged in the lobster fishery and the salmon fishermen of St. John county, but very high prices were paid for these fish and the men engaged did as well as usual.

HERRING.

I have to report a large decrease in the amount of large herring salted in barrels. There were only 2,460 barrels of these cured during this year, against 8,384 barrels in 1906. This decrease is due to the failure of the 'Ripplings' fishing ground in the vicinity of the Old Proprietor Ledge, off Grand Manan. The large herring on their way to the spawning grounds, Grand Manan Island, generally 'school' in abundance on the 'Ripplings' during June and July, and the fishermen have only to throw their nets into them during the day time and get all they can cure. The windy weather this year made operations there very difficult, and even when the fishermen could get out the herring acted peculiarly. One day they would be extremely plentiful, and excellent catches would be made but probably no more would be taken for a week. There was also a large falling off in the quantity of herring smoked at Grand Manan. I mention

Grand Manan in particular, because nearly all the herring smoked in this district are the product of that place. The total output of herring smoked and marketed without any further preparation, was 3,995,700 pounds against 6,345,665 pounds in 1906, but there were 119,540 pounds more prepared and sold as "boneless" herring than in the previous year. The boneless herring industry is assuming large proportions and is already an important factor in the industrial life of several of the divisions of this district. I am at a loss for a satisfactory reason for the failure of the herring suitable for smoking purposes at Grand Manan. It cannot be attributed to a general diminution of the fishery, for the reason that the previous year was a banner one for that industry. The fishermen claim that the excessive amount of easterly winds that prevailed during last spring prevented the shrimps, upon which the herring feed, from entering the Bay of Fundy, and on that account the usual abundant supply of these fish did not put in an appearance. The enormous catches of herring made on the western coast of the state of Maine this year is corroborative of this contention.

SARDINES.

I have to report a gratifying increase of 24,744 barrels, in the catch of sardine herring over the previous year. In 1906 the catch was 227,525 barrels, this year it is 252,269 barrels. Generally speaking, this has been a highly satisfactory season for this important fishery. The newly formed Weir-men's union mentioned in my report for last year, certainly proved itself master of the situation in dealing with the American sardine packers. At first the canners refused to pay the price, $8 per hogshead, which the weir-men demanded for the run of 'spring herring', but by loyally standing by each other, and their union as well, the factory-men were obliged to come to terms and pass the union schedule of prices. I am sorry that a breach now exists in the union. Owing to difference of opinions regarding the schedule of prices for the coming season, the Deer Island weir owners have left the parent body and formed a local organization to act independently of the older body. The original union has established a flat price of $6 per hogshead during the whole season, while the Deer Island union has adopted a graduated schedule of prices, dividing the season into four periods, and asking $9 per hogshead for the first period, $6 for the second, $5 for the third and $4 for the last period.

SALMON.

I have to report a decrease of the catch of salmon for this year compared with 1906 of 232,600 pounds. The weather was so bad during the greater portion of the time the fishermen were engaged in this branch, that operations were almost impossible. Sometimes they could not get out in the bay for three or four days at a time. Very high prices were paid and the fishermen did as well as they usually do. One fisherman at Dipper Harbour told me his catch averaged $1.75 each fish,and a buyer at Lorneville stated that his supply averaged $2 each.

LOBSTERS.

You will notice a slight decrease in the yield of this fishery from the previous year. In 1906 the aggregate catch was 8,764 cwt., sold in the shell and the output of the canneries was 80,236 cans. This year there were 8,701 cwt., sold in the shell, and the pack of the canneries fell off to 54,412 cans.

COD.

There was a large increase in the quantity of dried cod over last year, In 1906 there was 3,538 cwts. for this district, while the yield for this year is 5,042, cwts., but there is a corresponding decrease in the quantity of cod sold fresh and frozen, and taken as a whole there is very little difference in the catch of the two years.

HAKE AND HADDOCK.

As pointed out in my preliminary report the season of 1907 will be long remembered as the most profitable one ever experienced. As this fishery does not commence until about the middle of June, the bad weather of the spring which proved so disastrous to some of the other branches did not have any effect upon this. There were 15,560 cwts., of dried hake sold in 1906, and 38,032 cwts. this year. An increase of 250 per cent. The fishermen derived from the sale of their hake and hake-sounds in 1906 $42,162. This year the proceeds of this fishery amounted to $113,272. This increase extended to the quantity of haddock sold fresh ; 199,925 lbs., were sold in 1906, and 1,486,200 pounds in 1907. While hake were in abundance all over the Bay of Fundy this year, the fishermen of Beaver Harbour, Charlotte county, did the best of any. Several of the small trawl boats, with two men in a boat, stocked upwards of $2,000 during the summer season at this branch alone.

POLLOCK.

There was a decrease of 3,272 cwts. this year in the total catch of pollock. The shortage is due to weirs at Campobello not taking any this year. The hand line fishermen of Passamaquoddy caught fully as many as last year and received a slightly increased price.

CLAMS.

There was a tremendous increase in the output of clams, this year compared with any other year. Last year there were 7,703 barrels exported in the shell. This year the export of shelled clams reached a total of 47,943 barrels. In 1906, there were 556,350 cans of clams packed, and 649,864 cans during this year. The total value of the clam industry for 1906 was $65,506. The value of the output for this year is $138,920. An increase of over 200 per cent.

ALEWIVES.

The catch this year was 15 per cent less than in 1906. Overseer Belyea recommends that fishing through the ice be prohibited.

SHAD.

The yield of this fishery dropped from 810 barrels in 1906 to 668 barrels this year. A decrease of 17 per cent.

DOGFISH.

Fortunately for our fishermen these pests were not very plentiful this season. They seem to be very erratic in their movements, and have not visited this district to any extent for the past two years.

VIOLATIONS.

Owing to the existing regulations in the neighbouring state of Maine, which allow the purchase of lobsters during every month, it is very difficult to keep some of the fishermen from violating our close time regulation. I had complaints against two offenders, convicted them and imposed fines and am positive that the lobsters received better protection this year than they have for the last ten years. The most serious thing we have to contend with is the contemptible practice of destroying the pollock by the use of dynamite. These law breakers have two grounds on which they operate. One is in the waters contiguous to the American boundary, and the other off Whitehead, Grand Manan. It has been very difficult to break up this business at Whitehead. For the fishermen will not complain on the offenders. Whenever the *Curlew* is around they simply will not operate, but find numerous opportunities to pursue their nefarious practice

during her absence. It appeared to me that the only effective method to extirpate this evil was to appoint an officer from one of their fellowmen. A man who would be out among them every day and know all that was transpiring. Acting upon my recommendation your department gave me permission to engage such an officer. I was very fortunate in getting Mr. I. D. Harvey to accept this position. I am pleased to report that the appointment of this man sounded the death knell of dynamiting at Whitehead for 1907. I sincerely hope that your department can see it's way clear to supply Mr. Harvey with a motor-boat. Acting upon your advice, I arranged with Mr. Jas. Donahue, Commissioner of Fisheries for the state of Maine, for him to pay a visit to Campobello and go out with our patrolmen and watch the dynamiters perform on the American side of the boundary, I have already reported to you the great success that attended this manœuvre. How we went out in the launch belonging to the *Curlew* and gave an opportunity to see how they were carrying on wholesale dynamiting operations on their side. Suffice it to say here, that he rounded up the offenders in the courts of his state, and by the imposition of heavy fines, and imprisonment in one case, succeeded in effectually stopping this business for this year. On the 9th day of July while cruising with patrolman Mitchell in the launch belonging to the *Curlew*, accompanied by acting Captain Robinson, we captured a young Canadian fisherman, with dynamite in his boat. He acknowledged that he had it for the purpose of killing pollock. A fine of $100 was imposed. After that we had no more trouble with the dynamiters.

IMPROVEMENTS.

While there are many improvements to record in the quality of the boats used by our fishermen, and while the value of the material used in their occupation has increased from $815,988 in 1906, to $961,132 in 1907, showing the permanency of the industry, and the energy of our fishermen, as well, yet the one great improvement that strikes the observer is the large number of gasolene boats that are now in use. In the village of Wilson's Beach, alone, there will be between eighty and ninety gasolene boats used this summer. The great increase in the catch of hake is in a measure due to so many fishermen being supplied with these boats.

SYNOPSES OF FISHERY OFFICERS' REPORTS.

Overseer Frazer, Grand Manan, reports a large falling off in the value of the catch of that place, due to the great decrease in the quantity of 'smoked herring.' He reports the regulations as being generally well observed: regrets he is not supplied with a motor boat by the department, but has built one at his own expense during this winter.

Overseer Savage, Campobello, reports very little change from last year. The great increase in the catch of hake was the only noticeable change.

Guardian McNeill, West Isles, reports an increased catch for the year; states the close time regulation on the lobster fishery was better enforced than in any previous year. This he attributes to the good work done by the two patrolmen in the launch from the *Curlew.*

Overseer Belyea, St. John, reports a fair year for the fishing industry at his place. There was an average catch and exceptionally high prices. No branches are being over fished. Recommends that the artificial propagation of shad be introduced on the St. John River. Also recommends that some effort be made to compel the packers of pickled fish to put them in air tight barrels.

I desire to express my appreciation of the courteous treatment accorded me by the officials of your department.

I have the honour to be, sir,

Your obedient servant,

JOHN F. CALDER,

Inspector of Fisheries.

DISTRICT No. 2.

Moncton, N. B., June 2nd, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I have the honour to submit my report of the Fisheries in District No. 2 of the province of New Brunswick, consisting in the counties of Restigouche, Gloucester, Northumberland, Kent, Westmorland and Albert, together with the parish of Stanley, in the county of York, and the parish of Aberdeen in the county of Carleton, for the fiscal year 1907-08, and returns giving the products and values by districts and counties, also an estimate of the capital employed in the prosecution of the Fisheries.

These returns show aggregate values of $3,715,871 which is the largest, I believe, ever recorded, though prices are much higher than they were some years ago. I will now refer briefly to the several principal kinds of fish caught.

SALMON.

Were a good average catch, though rough weather interfered very much especially in exposed places, and the fishermen of the Restigouche River believe the large number of white whales there last summer helped to keep the salmon out.

SHAD.

Were fully up to last few years, but what is required to restore this fishery in the head waters of the Bay of Fundy is a close time during spawning season; this in a few years would make them as plentiful as ever. I do trust the proposed commission will have the effect of again making this the important fishery it once was.

HERRING.

The big run of spring herring came as usual and large quantities were netted for food, smoking, bait, &c. The fall run was good on the Caraquet banks, but they were not so plentiful on those off Miscou.

MACKEREL.

These fish appear to be erratic in their movements but a fair catch was made notwithstanding stormy weather.

COD.

Were nearly an average catch and prices high, many more would have been taken only for the exceedingly bad weather both for fishing and curing during the entire season.

SMELTS.

More were taken than ever before, the increase being principally in the Miramichi districts. Overseer Abbott, who kept a close record of all shipments, says that over 6,000,000 lbs. (3,000 tons) of fresh fish were handled at and sent away from the Miramichi River last winter.

LOBSTERS.

As stated in my preliminary report there was a very large increase in the pack of lobsters and prices were enormously high ; there has been improvement in this fishery for past three years, which appears to show they are not being fished out as was feared some time ago. Hatcheries and more attention to the preservation of spawned lobsters is also helping the supply.

OYSTERS.

The quantity raked has been up to the average, notwithstanding the much shorter time for fishing given by the new regulations.

CLAMS.

Not quite so many taken, owing to the close season established, which gives much less time to fish in midsummer when there is little else to do, and the fishermen not being allowed to take them in the fall when raking oysters, under which conditions large areas amongst and around the oyster beds under present regulations cannot be fished at all, as to go amongst these oyster beds fishing quahogs during close season for oysters would be ruinous to the finest beds in New Brunswick.

Fully the usual quantity of soft shell clams were canned by Messrs. A. & R. Loggie, at Inkerman, Gloucester county.

Of the many other kinds of fish in our waters a fair average quantity was taken.

I have the honour to be, sir,

Your obedient servant,

R. A. CHAPMAN,
Inspector of Fisheries.

DISTRICT No. 3

COMPRISING THE COUNTIES OF KINGS, QUEENS, SUNBURY, YORK, CARLETON AND VICTORIA, IN NEW BRUNSWICK.

FREDERICTON, N. B., May 19, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa

SIR, — I have the honour to submit my annual report on the state of the fisheries in District No 3 (inland), in the province of New Brunswick, for the fiscal year ending March 31st, 1908, with statistics showing the quantity and value of fish taken, also the quantity and value of materials used in connection with the prosecution of the fishing industry in my district.

A comparative statement of the value of fish taken and materials used in the years 1906-07 and 1907-08, is herewith given, viz. :—

	Value of fish.	Value of materials.
1906-07	$42,646	$47,004
1907-08	30,092	44,848
	$12,554	$2,156

showing a considerably less valuable catch of fish than my previous report. However, there are two matters of some importance to be observed in connection with the general result as shown above, viz., the statistics for 1906-07 were for fifteen months, whereas those for 1907-08 are for twelve months, and a difference of 5c. per pound on the price of salmon in favour of the former season, probably accounting for one-half of the difference in the two reports. Notwithstanding, the fact remains that there was a less quantity of nearly every kind of fish in this district taken last season.

The most unpleasant feature about it is the decreasing catch of shad from year to year. Some fishermen tell us that they believe shad are moving to some other waters, that they do not come to the Bay of Fundy and tributary waters as plentifully as formerly. True it certainly is, they do not come this way as formerly, but I do not think they are going anywhere else. I believe it can be charged to overfishing and, I trust, the forthcoming inquiry by those entrusted to make it, will be the means of having matters arranged so that shad will have a better chance to propagate, and still give fishermen fair treatment.

Considering the fishing season from opening to closing, respecting weather and water conditions, it was quite unfavourable. There was much cold and rainy weather and the St. John river and tributaries were at a high pitch during the whole season. Possibly, these conditions affected the catch of salmon and trout to a greater extent than other kinds of fish, although it probably affected the catch of alewives also.

The surface fly-fishing on the Tobique river was the least satisfactory in a number of years. The superintendent of the Tobique Salmon Club seems satisfied that the causes were poor conditions of weather and water and not a scarcity of salmon. The fishway in the dam on that river was kept in good condition and hundreds of salmon pass through it each year.

Through York and part of Carleton counties there is great difficulty in enforcing the fishery law in respect to the taking of salmon, and if regulations could be made allowing these people some privileges for fishing salmon with nets, it would be very much appreciated by a great majority of the people, and I have no doubt would conserve a sufficient supply of parent salmon. Two small fines were imposed in the past season for fishing with nets on Sunday.

Regarding salmon, it is the opinion of all who have anything to do with handling them, that they are not decreasing but rather growing in numbers in the St. John river and tributaries, but that the reason for the smaller catch last season was the water being very high in the rivers, allowing the fish a better chance to reach the spawning beds, which will return good results in the future. Probably a little better protection, made possible by the Forest, Fish and Game Protective Association of New Brunswick placing two men on the river, in conjunction with the special guardians of your department, had something to do with the total catch for the season.

SHAD.

As referred to above, it is with great regret the fishermen, as well as all classes of our people, find these excellent table fishes becoming scarcer from year to year.

I think the real explanation is overfishing, and fishermen along the St. John and Washademoak rivers at least, realise the necessity for action of some kind at once, and are quite willing that greater restriction be placed on the taking of them.

Shad in good condition, caught in or near salt water, is preferred to the salmon, by many people.

ALEWIVES.

There are less of these fish taken now than a few years ago and it is possible that some greater restrictions, other than the present weekly close time, will need to be placed on the catching of them.

There is usually a good market for all the alewives taken in my district, and as shad have become scarcer and higher in price, these fish in the fresh state are to some extent replacing them.

TROUT.

The catch of trout was somewhat less last season, than formerly, probably on account of the bad conditions, cold, dark weather and high water in the streams.

There is an increasing number of foreigners coming to the province every year and many of them are erecting expensive cottages near the different lakes and with their families spend two or three months about the water, and I find that where the best trout fishing is to be had, the most foreigners are located.

PICKEREL.

The catch of these fish is less than formerly, probably because of the diminished size of the fish. If it is desirable to have them in our waters it might be advisable to forbid the use of the very small meshed nets.

BASS.

While the catch of bass does not amount to much, comparatively, still there is something gratifying in the report of the catch last winter. The reported catch is ten

times greater than in 1906-07. In former years fishermen made much money fishing bass in the Belleisle bay, Kings county, but in late years the catch has been insignificant and it is pleasing to note the improvement and I trust it will be permanent.

STURGEON.

The catch of sturgeon is also somewhat less than that of 1906 and seems to have been very much less in Kings county, where all the sturgeon fishing in late years, in my district, has been carried on. Last season two parties fished in Queens county waters, one in the St. John river and the other at the head of Grand lake, and both seem to have been fairly successful, regarding the number of fish taken, but the amount of roe, or caviare, got from them was very little, indicating small fish. This, of course, makes the financial result less satisfactory as the caviare is of so much more value than the fish itself. I would very much like to see the time when these fish are again as numerous in the St. John river as they were years ago. They would be a very valuable asset to our fishermen.

SYNOPSES OF REPORTS FROM FISHERY OFFICERS.

KINGS COUNTY.

Special Guardian Jenkins, Belleisle bay, reports fishing fairly good in his district. A gratifying increase in the catch of bass.

Special Guardian Coggan, Trout creek, etc., says surface fly fishing was very poor, he thinks on account of high water.

Special Guardian Myers, Kennebecasis, thinks the fishing was fully as good in his district as in 1906. The sawdust nuisance was very much curtailed last season.

Special Guardian Dunham, St. John river, says the fishing was not nearly so profitable as in 1906. The water was very high, which he considers had a good deal to do with the result.

Special Guardian Belyea, St. John river, reports fishing nearly a failure in his district. He recommends prohibiting sturgeon fishing for some years.

QUEENS COUNTY.

Overseer Belyea (Queens West), reports that fishermen in his district have the impression that shad and alewives are going to some other waters, judging from the reports from other counties. Not many salmon caught in his district. One party fished for sturgeon with fair result.

Special guardians attended well to their duties and fishermen are law-abiding.

Overseer Hetherington, (Queen East), reports salmon not much fished for, increasing yearly. Shad decreasing from year to year, overfishing the cause, he says. Alewives abundant, not much fished for on account of the low price and scarcity of help. Pickerel overfished with too small meshed nets. Only one party fished for sturgeon part of the season, and had satisfactory catch. He says there are not any whitefish in our waters. Lake Ontario herring placed here under the name of whitefish but never exceed one pound in weight and grow very slowly.

Overseer McLean, Sunbury county, reports salmon running much earlier than formerly, and the water being very high in the river, fishermen are unable to get their nets set, consequently the catch is not so heavy as it used to be. Shad fishery being depleted. Alewives not so abundant, probably on account of high winds and roily condition of the water.

Overseer McKay, York county, reports fewer salmon taken than in 1906. He considers the excessively high water in the St. John river throughout the season responsible for this. Many fishermen were unable to set their nets with satisfactory results. The high water also interfered with illegal fishing to a great extent and helped the special guardians in their duties. He strongly urges that six inches mesh be made the minimum size allowed, also four pounds salmon be the minimum weight allowed on the market, and that every property holder, who applies be granted a license, instead of only renewal licenses. Shad fishing quite unsatisfactory, most of the fish taken in July. Trout fishing was fairly good, but too many small fish caught. He urges that more trout fry be placed in the lakes and streams near railways, where they could be conveniently handled. Good trout fishing is a great inducement to one class of sportsmen and they are coming in increasing numbers each year to spend a whole season about the lakes. As they bring their families and employ boatmen they spend much money. In Carleton county the protection of salmon was better than formerly, on the St John river. Trout fishing was fair.

Overseer Leclair, Victoria county, reports many less salmon caught in his district than in the previous year, although there were plenty of fish in the Tobique waters. The season was very unfavourable for surface fly-fishing. The Fishery Regulations were very well respected and guardians faithful.

Overseer Gagnon, Victoria county, reports the fisheries in his district about as usual. All fish caught used for home consumption, and that the special guardians attended well to their duties, with no infractions reported.

Mr. Thos. F. Allen, Superintendent of the Tobique Salmon Club, wrote me that 1907 was another off-year. He partly lays the result to the amount of net fishing along the St. John river, and to the immense numbers of small salmon destroyed in the small meshed weirs in St. John harbour which are allowed to remain out after the herring fishing season is past. (I may say this same statement was made to me, a few days ago, by a fisherman living near the harbour.) Mr. Allen, however, reports that there were a great many spawn fish on the beds and that the club had twenty one men employed to protect them until they were ready to return to the salt water. I must say that too much credit cannot be given this club for the very great service they are doing our people along the St. John river and tributaries, and the bay fishermen for the splendid protection they are giving the salmon on the Tobique river.

As reported to your department some time ago, a movement has been set on foot to establish a pulp mill at a place called the 'Narrows,' on the Tobique river, and dam said river. Such an act would, without doubt, destroy the salmon fishery of the whole St. John river district, including the bay salmon fishery. I trust the provincial authorities will not entertain such a proposition.

In conclusion, I may say that the suggestion of Overseer McKay, regarding trout fry, would be moving in the right direction. With regulations better governing the catching of shad, I think that part of the fishery will improve, and I see nothing discouraging regarding the future supply of salmon, but with good care, it will rapidly increase.

I have the honour to be, sir,

Your obedient servant,

H. E. HARRISON,
Inspector of Fisheries.

NEW BRUNSWICK—

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the John, Province of New

Number.	Fishing Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.						Lobster	
		Vessels.				Boats.			Gill nets.			Seines.			Canneries	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.
	Charlotte County.			$			$				$			$		$
1	Lepreau to Red Head	...	....	.. ..	...	65	1200	70	34	2200	650	17	570	1010	....	.....
2	Red Head to L'Etang	9	149	3450	29	120	4000	158	95	3075	700	70	2220	3700	1	4000
3	L'Etang to St. George	5	72	1400	20	210	3900	140	106	3490	1272	76	2280	4560	....	.....
4	St. George to St. Stephen	1	22	300	3	261	6525	174	....	.....	... .	87	3045	5655	....	.. .
5	Grand Manan	57	1030	36500	180	142	28500	230	935	28450	10320	42	1480	5400	2	5000
6	Campobello	11	237	7300	22	267	18400	284	84	2505	1079	31	1045	2400	1	2500
7	West Isles	2	31	1800	8	283	44100	343	40	1250	477	86	2040	4695	....	.....
8	St. George and vicinity	...	....	.....	...	....	.....	....	....	.....	.....	...	.....	.....	....	.....
	Totals	85	1541	50750	262	1348	106625	1399	1294	40970	14498	409	12680	27420	4	11500
	St. John County.															
1	St. John Harbour	3	60	400	7	106	5300	246	415	103750	10075	9	450	900	....	.....
2	Lepreau to Chance Harbour	4	82	1450	35	30	1700	36	94	12300	1290	3	180	100	.. .	.....
3	Chance Harbour to Mispec	6	83	2050	30	178	11078	176	910	92800	11130	13	625	815	...	.. ..
4	Mispec to Tynemouth Creek	3	40	3000	6	22	176	22	....	.....	.....	. .	.....	.....	....	.....
5	Tynemouth Creek to Albert Co	1	20	600	2	22	440	22	25	1250	350	...	....	.....	....	.....
	Totals	17	285	7500	80	358	18694	502	1444	110108	22845	25	1255	1815	. .	....
	Grand totals	102	1826	58250	342	1706	125319	1901	2738	151070	37343	434	13935	29235	4	11500

SESSIONAL PAPER No. 22

No. 3—*Continued.*

DISTRICT No. 1.

Quantity and Value of all Fishing Materials in the Counties of **Charlotte** and **St. Brunswick**, for the Year 1907–8.

Plant.		Kinds of Fish.															
Traps.		Salmon, fresh, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Herring, boneless or kippered, lb.	Lobsters, preserved in cans, lb	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, fresh, lb.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked, finnan haddies, lb.	Hake, dried, cwt.	Hake, sounds, lb.	
Number.	Value.																Number.
	$																
1200	1200	7000	...	....	.....	.....	..	.....	1000	...	... ..	.....	....	.....	2090	1500	1
2280	2280	....	...	25	....	2500	...	4300	2000	599		81600	...	4500	11768	10600	2
1365	682	..	. .	....	.....	.....	....	.....	512	480	57000	56900	7	....	895	428	3
475	403	....	...	....	.....	57000	3190	.....	335	363	.....	380000	...	85500	579	536	4
11600	11600	..	....	2025	.....	†388500	110000	33888	2601	1814	.....	24100	500	300	6000	6000	5
1526	'144	....	...	160	.. ..	1200	150000	16224	239	1457	.....	732000	179	18000	8680	10090	6
1300	600	... ..	....	....	.....	.... .	....	....	390	331	... ..	82900	....	... .	370	330	7
... .	..	.....	...	....	.....	...	...	.....	....	....	.....	.. .	...	....	....	.....	8
19746	17909	7000	....	2210	.....	3945700	263190	54512	7077	4984	57000	1357500	686	108300	30382	29484	
.....	.....	208000	8000	....	20000	50000	.....	.....	...	....	.....	.... .	....	.....	.....	.....	1
640	480	39600	....	....	....	. .. .	....	....	179	58	17100	36700	..	....	4800	3900	2
1625	1380	174900	....	245	.. .	.. ...	.....	.....	438	....	128700	92000	....	..	2850	3000	3
1540	1155	.. .	...	....	.. .	.. ....	.....	.....	497	...	.....	. .. .	....	. .	.....	.....	4
800	1200	500	..	5	.....	.....	. ..	.....	510	....	.. . .	.. ..	....	....	.....	.....	5
4605	4215	423000	8000	250	20000	50000	.....	....	1624	58	145800	128700	....	.....	7650	6900	
24351	22124	430000	8000	2460	20000	3995700	263190	54412	8701	5042	202800	1486200	686	108300	38032	36384	

* These are really the product of Grand Manan. Having been caught and smoked there and brought to Campobello to be finished as boneless herring.

† There were 150,000 pounds more smoked at Grand Manan, but were skinned and prepared as boneless herring at Campobello and appear as the catch of that place.

RETURN showing the Kinds and Quantities of Fish Products in the Counties of **Charlotte** and **St. John**, Province of **New Brunswick**, for the Year 1907-08.

Number.	Fishing Districts.	Kinds of Fish.																				Total Value of all Fish.	Number.
		Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or gaspereau, brls.	Scallops in shell, brls.	Canned, scallops, cans.	Eels, brls.	Sardines, brls.	Sardines canned, cans.	Clams, br's	Flounders, lb.	Clams, canned, cans.	Squid, brls.	Clams, shelled, galls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Cockles, brls.	Dulse, lb.		
	Charlotte County.																					$ cts.	
1	Lepreau to Red Head					6000		300			8800		15400		94600		4040	2000	7000				76,985 00	1
2	Red Head to L'Etang	210				700		1450	43680		31050	5300000	21000		336000			8500	2000	1740			453,817 00	2
3	L'Etang to St. George	4145				4800		120			50125		2334					750	450				106,630 50	3
4	St. George to St. Stephen	55	1850			2750					103525		3662	4000	189264			480	6500	200	695		219,105 40	4
5	Grand Manan	3408	950								9750							2000	5485			68300	239,256 90	5
6	Campobello	14880	10800			2400					2880		672			324		14400	2138				140,692 70	6
7	West Isles	3072									40514	400000	4475		30000	30		3000	500	100			110,701 50	7
8	St. George and vicinity			4000		30000							400										3,480 00	8
	Totals	25770	13600	4000		46650		1870	43680		246644	5700000	47943	4000	649864	354	4040	31130	24073	2040	695	68300	1,350,669 00	
	St. John County.																							
1	St. John Harbour				600	5000	12350			200	4000												112,150 00	1
2	Lepreau to Chance Harbour																	1720	250				24,646 00	2
3	Chance Harbour to Mispec	40			68		783				1625							2025	232	415			56,821 00	3
4	Mispec to Tynemouth Creek	50																					5,120 00	4
5	Tynemouth Creek to Albert Co																						5,195 00	5
	Totals	90			668	5000	13133			200	5625							3745	482	415			203,932 00	
	Grand totals	25860	13600	4000	668	51650	13133	1870	43680	200	252269	5700000	47943	4000	649864	354	4040	34875	24555	2455	695	68300	1,554,601 00	

RECAPITULATION

Of the Yield and Value of the Fisheries in District No. 1, New Brunswick, comprising the Counties of St. John and Charlotte, for the Fiscal year 1907–8.

Kinds of Fish.		Quantity.	Price.	Value.
			$ cts.	$ cts.
Salmon, fresh	Lb.	430,000	0 15	64,500 00
" smoked	"	8,000	0 20	1,600 00
Herring, salted	Brls.	2,460	4 00	9,840 00
" fresh	Lb.	20,000	0 01	200 00
" smoked	"	3,995,700	0 03	119,871 00
" boneless	"	263,190	0 10	26,319 00
Lobsters, preserved	Cans.	54,412	0 30	16,323 60
" fresh in shell	Cwt.	8,701	10 00	87,010 00
Cod, dried	"	5,042	5 00	25,210 00
" fresh and frozen	Lb.	202,800	0 04	8,112 00
Haddock, fresh	"	1,486,200	0 03	44,586 00
" dried	Cwt.	686	3 50	2,401 00
" finnan haddies	Lb.	108,300	0 06	6,498 00
Hake, dried	Cwt.	38,032	2 50	95,080 00
" sounds	Lb.	33,384	0 50	18,192 00
Pollock, dried	Cwt.	25,860	3 00	77,580 00
Halibut, fresh	Lb.	13,600	0 10	1,360 00
Trout	"	4,000	0 12	480 00
Shad	Brls.	668	12 50	8,350 00
Smelts, fresh	Lb.	51,650	0 08	4,132 00
Alewives	Brls.	13,133	5 00	65,665 00
Scallops, in shell	"	1,870	2 00	3,740 00
" canned	Cans.	43,680	0 10	4,368 00
Eels	Brls.	200	10 00	2,000 00
Sardines, fresh	"	252,269	1 50	378,403 50
" canned	Cans.	5,700,000	0 05	285,000 00
Clams, in shell	Brls.	47,943	1 50	71,914 50
" canned	Cans.	649,864	0 10	64,986 40
" shelled	Galls.	4,040	0 50	2,020 00
Flounders	Lb.	4,000	0 03	120 00
Squid	Brls.	354	4 00	1,416 00
Fish Oil	"	34,875	0 30	10,462 50
" used as bait	Brls.	24,555	1 50	36,832 50
" " fertilizer	"	2,455	1 00	2,455 00
Cockles	"	695	5 00	3,475 00
Dulse	Lb.	68,300	0 06	4,098 00
Total value of catch for 1907				1,554,601 00
" " 1906				1,364,690 51
Amount of increase for 1907				189,910 49

RECAPITULATION

Of the Number and Value of Vessels, Boats, Weirs, Fish houses, &c., used in the Fisheries of District No. 1, New Brunswick, comprising the Counties of St. John and Charlotte, for the fiscal year of 1907-8.

No.	Material.	Value.	No.	Material.	Value.
		$ cts.			$ cts.
102	Fishing vessels (1826 tons)	58,256 00	4	Lobster canneries	11,500 00
1,706	" boats	125,319 00	24,351	" traps	22,124 00
2,738	Gill-nets (fathoms 151,070)	37,343 00	8	Freezers and ice houses	62,650 00
434	Seines (fathoms 13,935)	29,235 00	777	Smoke and fish houses	166,685 00
251	Pile-drivers and scows	5,640 00	281	Piers and wharfs	94,010 00
472	Trawls	6,791 00	33	Tugs and steamers	31,195 00
404	Weirs	264,600 00			
13	Fish and Clam Factories	43,500 00		Total value of material	961,132 00
3,186	Hand lines	2,380 00			

8-9 EDWARD VII., A. 1909

NEW BRUNSWICK—

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the Quan for the fiscal year

Number.	FISHING DISTRICTS — NAME	FISHING VESSELS AND BOATS.							FISHING GEAR				
		Vessels.				Boats.			Gill Nets.			Trawls.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.
	Restigouche County.			$			$				$		$
1	Above Dalhousie	....	..	.	....	23	400	30	23	6200	5000	....	....
2	Below Dalhousie	1	26	500	4	210	3200	380	140	20100	20000	....	....
	Totals	1	26	500	4	233	3600	410	163	26300	25000	....	....
	Gloucester County.												
3	Beresford and part of Bathurst	2	29	2200	10	450	10500	900	530	40700	21600	2	40
4	Caraquet, New Bandon and part of Bathurst	138	1640	57000	540	502	17500	1040	2100	70000	43000	250	1400
5	Saumarez, Inkerman and Shippigan mainland	23	270	9500	98	280	8000	560	4800	91000	13000	50	240
6	Shippigan and Miscou islands	70	915	39000	290	520	24000	1300	1300	46000	18000	150	750
	Totals	233	2854	107700	938	1752	60000	3800	8730	247700	95600	452	2436
	Northumberland County.												
7	Neguac and vicinity	1	13	520	3	210	7000	350	580	42000	40000	4	75
8	Bay du Vin and vicinity	4	55	1800	14	208	9000	550	800	80000	70000	....	....
9	Chatham and vicinity	....	....	. ..	....	150	4000	300	420	30000	25000	....	....
10	Southwest and Northwest Miramichi rivers	....	....	. ....	....	140	2500	160	370	22000	12000	....	....
	Totals	5	68	2320	17	708	22500	1360	2170	174000	147000	4	75
	Kent County.												
11	Richibucto, St. Louis, &c	....	..	. ..	....	250	16200	411	4800	76300	23800	10	280
12	Buctouche and vicinity	....	...	.....	....	600	18000	1000	2100	46000	12000	....	...
13	Cocagne and vicinity	...	....	.....	....	394	7200	600	1120	27000	8000	....	. .
	Totals	....	....	.....	....	1244	41400	2011	8020	149300	43800	10	280
	Westmorland County.												
14	Shediac, Moncton, &c	....	..	.....	....	465	15000	860	850	41000	17000	....	....
15	Botsford	....	.	. ..	....	500	19000	900	700	19000	7000	....	....
16	Sackville and Westmorland	....	....	..	....	260	5200	360	500	1[illegible]000	3000	...	....
17	Dorchester	..	....	....	....	28	1500	55	160	6000	2500	....	....
	Totals	....	. .	.....	....	1253	40700	2175	2210	76000	29500	...	....
18	*Albert County*	...	. .	. . ..	...	18	650	30	30	3600	2000	....	....
	Grand totals	239	2948	110520	959	5208	168850	9786	21323	676900	342900	466	2785

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District No. 2.

tity and Value of all Fishing Materials, District No. 2, Province of **New Brunswick**, 1907-1908.

OR MATERIALS.				LOBSTER PLANT.				KINDS OF FISH.									
Smelt-nets.		Hand Lines.		Canneries.		Traps.		Salmon.			Herring.			Mackerel.			
Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Fresh.	Preserved in cans.	Smoked.	Salted.	Fresh.	Smoked.	Fresh.	Salted.	Number.	
	$		$		$		$	Lb.	Lb.	Lb.	Brl.	Lb.	Lb.	Lb.	Brls		
100	5000	60	10	....	.....	100	100	94400	....	.....	.....	.....	.....	.....	....	1	
23	1800	...	....	2	2600	5000	4500	142000	1000	.....	1380	450000	226000	.....	....	2	
123	6800	60	10	2	2600	5100	4600	236400	1000	.....	1380	450000	226000	... ..	...		
....	.....	320	300	5	2600	8500	8000	105000	600	1000	13000	170000	50000	5000	5	3	
80	3800	2300	1700	18	16000	26000	24000	282000	....	.....	32000	300000	.....	21000	20	4	
145	6500	650	400	9	12000	18000	16000	85000	.....	...	15000	75000	.....	25000	10	5	
68	3400	1300	900	37	31000	61000	58000	.....	1800	1200	20000	80000	.. ..	35000	10	6	
293	13700	4570	3300	69	55600	113500	106000	472000	2400	2200	80000	625000	50000	86000	45		
172	15000	180	150	9	6000	9000	8000	86000	.....	...	11000	15000	4000	4000	...	7	
400	25000	....	....	3	4000	8000	8000	195000	.....	.....	3000	80000	1000	40000	20	8	
493	40000	25	35	....	.....	.....	.....	124000	.....	...	160	2000	. . ..	500	....	9	
...	. ..	....	....	....	.. ...	.....	....	115000	.....	4000	....	.....	.....	.....	...	10	
1065	80000	205	185	12	10000	17000	16000	520000	.....	4000	14160	97000	5000	44500	20		
298	12000	620	210	10	4500	13500	12800	123000	1200	1000	6620	236000	.....	192000	290	11	
260	11000	1000	300	23	10000	17000	16000	.....	.....	.....	20000	130000	.. ..	2000	...	12	
67	2700	150	60	6	3400	4200	4000	.. ...	.....	.....	4000	26000	.... ..	2500	...	13	
625	25700	1770	570	39	17900	34700	32800	123000	1200	1000	30620	392000	. . ...	196500	290		
143	7000	100	40	26	6000	25000	24000	3000	.....	...	16000	420000	480000	3000	...	14	
68	2400	100	30	32	11000	70000	60000	.....	.....	...	13000	100000	.. ..	3500	....	15	
40	1400	100	35	....	.. .	..	....	1200	.....	.....	1500	70000	800000	1200	...	16	
....	.....	....	...		.	.....	.....	11000	.....	..	120	.. ...	....	.. ..	....	17	
251	10800	300	105	58	17000	95000	84000	15200	.....	...	30620	590000	1380000	7700	...		
....	. ..	....	.....	...	.....	300	300	5000	....	....	320	12000	... ..	....	...	18	
2357	137000	6905	4170	180	103100	265600	243700	1371600	4600	7200	157100	2166000	1561000	334700	355		

RETURN showing the Kinds and Quantities of Fish and Fish Products

Number.	FISHING DISTRICTS — NAME.	KINDS OF FISH										
		Lobsters.		Cod.		Haddock, dried.	Hake.		Halibut.	Trout.	Shad.	Smelts.
		Preserved in cans.	Fresh in shell.	Dried.	Tongues and sounds.		Dried.	Sounds.				
	Restigouche County,	Lb.	Cwt	Cwt.	Brls	Cwt	Cwt	Lb.	Lb.	Lb.	Brl.	Lb.
1	Above Dalhousie	.....	100	.....	....	....	...	....	.. ...	5000	....	174500
2	Below Dalhousie	38800	210	.....	....	....	80	....	. ....	4500	....	75000
	Totals	38800	310	...	...	....	80	....	.....	9500	...	249500
	Gloucester County.											
3	Beresford and part of Bathurst	22300	150	3500	...	....	200	....	.....	10000	....	6000
4	Caraquet, New Bandon and part of Bathurst	207000	550	38000	200	1000	2400	3000	70000	11000	45	350000
5	Saumarez, Inkerman and Shippigan mainland	117500	200	8600	30	400	800	500	14000	6000	65	420000
6	Shippigan and Miscou islands	602000	150	22000	100	320	1800	2000	46000	600	...	310000
	Totals	948800	1050	72100	330	1720	5200	5500	130000	27600	110	1086000
	Northumberland County.											
7	Neguac and vicinity	110000	125	1300	....	2000	200	..	3000	7500	300	800000
8	Bay du Vin and vicinity	90000	125	500	...	....	600	1000	2000	1000	125	1500000
9	Chatham and vicinity	.....	...	180	....	200	20	....	. ..	5000	175	2300000
10	Southwest and Northwest Miramichi rivers	.....	....	.....	....	...	.. .	....	....	22000	500	20000
	Totals	200000	250	1980	....	2200	820	1000	5000	35500	1100	4620000
	Kent County.											
11	Richibucto, St. Louis, &c	255000	220	1380	6	300	1780	2800	4650	5700	122	816000
12	Buctouche and vicinity	170000	120	100	....	....	200	100	.....	2200	....	500000
13	Cocagne and vicinity	63500	100	110	....	...	70	....	.. ..	2500	...	210000
	Totals	488500	440	1590	6	300	2050	2900	4650	10400	122	1526000
	Westmorland County.											
14	Shediac, Moncton, &c	277500	250	100	....	....	60	....	.....	11000	50	410000
15	Botsford	718000	1000	100	....	....	....	....	.....	7000	35	300000
16	Sackville and Westmorland	5000	200	.....	....	....	....	....	.....	2200	175	100000
17	Dorchester	.....	...	10	....	....	....	....	.....	3000	1225	.....
	Totals	1000500	1450	210	....	....	60	....	.....	23200	1485	810000
18	*Albert County*	.....	200	...	....	....	....	....	.....	9500	120	6000
	Grand totals	2676680	3700	75880	336	4220	8210	9400	139650	115700	2937	8297500

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in District No. 2, Province of **New Brunswick**, for the Year 1907-08.

AND FISH PRODUCTS.

Alewives or Gaspereau.	Bass.	Eels.	Oysters.	Flounders.	Tom Cod or frost fish.	Squid.	Coarse and mixed fish.	Fish oil.	Fish as bait.	Fish as manure.	Seal skins.	Clams.	TOTAL VALUE OF ALL FISH.	Number.
Brls.	Lb.	Brls.	Brls.	Lb.	Lb.	Brls.	Brls.	Galls.	Brls.	Brls.	No.	Brls.	$ cts.	
. ...	.....	17	.....	50000	15000	.....	45	. . .	10	40	...	.....	36,185 00	1
.....	....	45	.....	18000	20000	. ...	50	....	200	500	....	.....	65,570 00	2
.....	.....	62	.....	68000	35000	.....	95	.....	210	540	....	.....	101,755 00	
. ....	1200	24	.....	15000	14000	12	380	200	1800	15000	8	1800	129,743 00	3
.....	8600	180	900	50000	130000	400	700	14000	11000	30000	16	4000	578,600 00	4
160	6000	500	30	20000	30000	80	500	1200	3000	6000	20	7500	255,050 00	5
.....	7200	100	40	15000	12000	220	600	7200	15000	20000	24	3000	475,280 00	6
160	23000	804	970	100000	186000	712	2180	22600	30800	71000	68	16300	1,438,673 00	
200	15000	180	1400	30000	50000	.....	.....	100	2000	1000	...	400	203,240 00	7
500	5000	200	7000	60000	100000	.....	3000	..	5000	25000	....	300	290,470 00	8
350	3500	60	200	350000	1000000	.....	.....	20	50	200	....	.....	257,731 00	9
650	70000	600	.....	.....	70000	.....	.....	.....	.....	.....	....	.....	50,300 00	10
1700	93500	1040	8600	440000	1220000	.....	3000	120	7050	26200	....	700	801,741 00	
1585	13500	510	565	34000	75000	5	360	1120	3900	4000	16	160	272,071 00	11
600	1600	100	2600	.....	50000	....	9000	50	5000	20000	...	6000	264,680 00	12
300	1800	110	1500	20000	30000	.....	320	. ...	1800	9000	...	5000	96,805 00	13
2485	16900	720	4665	54000	155000	5	9680	1170	10700	33000	16	11160	633,556 00	
350	3200	170	650	.....	25000	....	1000	.....	15000	50000	....	4500	282,130 00	14
200	1500	75	400	.....	12000	.....	....	.....	30000	25000	....	2500	378,830 00	15
150	2000	75	150	2000	5000	.....	....	.....	6000	5000	....	1000	54,664 00	16
. ....	.....	50	.....	.....	5000	...	100	.	...	. .	....	....	16,190 00	17
700	6700	370	1200	2000	47000	. .	1100	... .	51000	80000	....	8000	731,814 00	
.....	500	75	.....	.....	35000	....	.. .	40	.....	.....	....	30	8,332 00	18
5045	140600	3071	15435	664000	1678000	717	16055	23930	99760	210740	84	36180	3,715,871 00	

RECAPITULATION

Of the Yield and Value of the Fisheries in District No. 2, **New Brunswick**, for the Year 1907–08.

Kinds of Fish.		Quantity.	Price.	Value.
			$ cts.	
Salmon, fresh	Lb.	1,371,600	0 20	274,320
" preserved in cans	"	4,600	0 15	690
" smoked	"	7,200	0 20	1,440
Herring, salted	Brls.	157,100	4 50	706,950
" fresh	Lb.	2,166,000	0 01	21,660
" smoked	"	1,561,000	0 02	31,220
Mackerel, fresh	"	334,700	0 12	40,164
" salted	Brls.	357	15 00	5,325
Lobsters, preserved	Cans.	2,676,600	0 30	862,980
" in shell	Cwt.	3,700	6 00	22,200
Cod, dried	"	75,880	5 00	379,400
" tongues and sounds	Brls.	336	10 00	3,360
Haddock	Cwt.	4,220	3 50	14,770
Hake	"	8,210	2 50	20,525
" sounds	Lb.	9,400	0 25	2,350
Halibut	"	139,650	0 10	13,965
Trout	"	115,700	0 10	11,570
Shad	Brls.	2,937	10 00	29,370
Smelts	Lb.	8,297,500	0 08	663,800
Alewives	Brls.	5,045	4 00	20,180
Bass	Lb.	140,600	0 10	14,060
Eels	Brls.	3,071	10 00	30,710
Oysters	"	15,435	6 00	92,610
Clams	"	36,180	4 00	144,720
Flounders	Lb.	664,000	0 03	19,920
Frost fish	"	1,678,000	0 03	50,340
Squid	Brls.	717	4 00	2,868
Coarse fish	"	16,055	2 00	32,110
Fish oil	Galls.	23,930	0 30	7,179
Fish as bait	Brls.	99,760	1 50	149,640
Fish as fertilizer	"	210,740	0 50	105,370
Seal skins	No.	84	1 25	105
Grand total				3,715,871

RECAPITULATION

Of the Number and Value of Vessels, Boats, Nets, Traps, &c., engaged in the Fisheries in District No. 2, **New Brunswick**, in the Year 1907–08.

Material.	Value.	Total.
	$ cts.	$ cts.
239 fishing vessels (2,948 tons)	110,520	
5,208 " boats	168,850	
676,900 fathoms gill-nets	342,900	
466 trawls	2,785	
123 bass nets	800	
2,357 smelt-nets	137,000	
6,905 hand-lines	4,170	
		767,025
180 lobster canneries	103,100	
265,600 " traps	243,700	
		346,800
201 freezers and ice-houses	79,500	
448 fish and smoke-houses	46,300	
51 piers and wharfs	42,600	
79 tugs and smacks	23,500	
1,023 smelt shanties	20,750	
		212,650
Totals		1,326,475

DISTRICT No. 3, NEW BRUNSWICK, 1907-08.

RECAPITULATION of the Fisheries product in the Inland Counties of New Brunswick.

Kinds of Fish.		Quantity.	Price.	Value.
			$ cts.	$ cts.
Salmon	Lb.	36,100	0 15	5,415 00
Shad, fresh	"	62,000	0 05	3,100 00
" salted	Brls.	410	10 00	4,100 00
Whitefish	Lb.	5,600	0 15	840 00
Trout	"	66,700	0 10	6,670 00
Bass	"	2,000	0 08	160 00
Pickerel	"	42,200	0 07	2,954 00
Alewives, fresh	"	43,000	0 02	860 00
" salted	Brls.	1,350	3 00	4,050 00
Sturgeon	Lb.	9,500	0 08	760 00
Eels	Brls.	16	10 00	160 00
Mixed and coarse fish	"	354	2 00	708 00
				29,777 00
Fish Products.				
Caviare	Lb.	350	0 90	315 00
				30,092 00

RECAPITULATION of the Fishing Material District No. 3, New Brunswick.

Material.	Number.	Value.
		$ cts.
Men employed	1,331	
Vessels (tonnage, 30)	2	400 00
Boats	890	10,910 00
Gill-nets (fathoms, 50,750)	2,000	18,620 00
Rods and lines	1,775	4,488 00
Eel traps	25	25 00
Cottages, smoke and ice-houses and freezers	174	10,405 00
Total		44,848 00

RECAPITULATION showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials in the Province of **New Brunswick**, for the Year 1907-08.

Number.	COUNTIES.	FISHING VESSELS AND BOATS.							FISHING GEAR OR MATERIALS.								Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Trawls.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	
	District No. 1.			$			$				$			$		$	
1	Charlotte	85	1541	50750	262	1348	106625	1399	1294	40970	14498	409	12680	27420	380	5746	1
2	St. John	17	285	7500	80	358	18694	502	1444	110100	22845	25	1255	1815	92	955	2
	District No. 2.																
3	Albert	....	....	....	....	18	650	30	30	3600	2000	....	....	....	....	....	3
4	Westmorland	....	....	....	....	1253	40700	2175	2210	76000	29500	....	....	....	....	....	4
5	Kent	....	....	....	....	1244	41400	2011	8020	149300	43800	....	....	....	10	280	5
6	Northumberland	5	68	2320	17	708	22500	1360	2170	174000	147000	....	....	....	4	75	6
7	Gloucester	233	2854	107700	938	1752	60000	3800	8730	247700	95600	....	....	....	452	2430	7
8	Restigouche	1	26	500	4	233	3600	410	163	26300	25000	....	....	....	....	....	8
	District No. 3.																
9	Victoria	....	....	....	....	290	1870	370	....	....	....	....	....	....	....	....	9
10	Carleton	....	....	....	....	40	400	80	30	900	300	....	....	....	....	....	10
11	York	1	10	200	2	160	1900	200	200	6000	3000	....	....	....	....	....	11
12	Sunbury	1	20	200	4	60	600	100	500	10370	4000	....	....	....	....	....	12
13	Queens	....	....	....	....	240	3640	350	770	18480	6320	....	....	....	....	....	13
14	Kings	....	....	....	....	100	2500	225	500	15000	5000	....	....	....	....	....	14
	Totals	343	1804	169170	1307	7804	305079	13012	26061	878720	398863	434	13935	29235	938	9486	

RECAPITULATION showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials in the Province of **New Brunswick**, for the Year 1907-08—*Concluded.*

Number.	COUNTIES.	FISHING GEAR OR MATERIALS.						LOBSTER PLANT.					OTHER FIXTURES USED IN FISHERIES.								Number.
		Weirs.		Smelt-nets.		Hand Lines.		Canneries.		Traps.		Persons employed in canneries.	Freezers and Ice-house.		Smoke and Fish houses		Piers and wharfs.		Tugs, steamers & smacks.		
		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	
	District No. 1.		$		$		$		$		$			$		$		$		$	
1	Charlotte	372	247450	....	.....	3058	2275	4	11500	19746	17909	50	5	1700	676	134285	204	79610	33	31195	1
2	St. John	32	17150	....	.....	128	105	....	.....	4605	1215	....	3	60950	101	32400	77	14400	....	.. .	2
	District No. 2.																				
3	Albert	....	.....	....	.....	....	.....	....	.....	300	300	....	....	.....	3	100	....	.....	....	.....	3
4	Westmorland	.	...	251	10800	300	105	58	17000	95000	84000	1450	70	6400	185	14500	12	2400	11	5500	4
5	Kent	....	....	625	25700	1770	570	39	17900	34700	32800	705	21	13400	11	1600	17	5500	1	2500	5
6	Northumberland	..	.....	1065	80000	205	185	13	10000	17000	16000	235	46	24400	117	12200	1	10000	18	6000	6
7	Gloucester	....	..	293	13700	4570	3300	69	55600	113500	106000	1380	55	19100	126	17100	20	24500	44	6800	7
8	Restigouche	....	.....	123	6800	60	10	2	2600	5100	4600	40	9	16500	3	800	1	200	5	2700	8
	District No. 3.																				
9	Victoria	....	....	....	.....	645	1423	....	....	.....	..	....	12	3300	....	.....	....	.....	....	....	9
10	Carleton	....	.....	....	.....	200	400	...	. .	....	.. ..	....	....	.....	....	.....	....	.....	....	.....	10
11	York	....	.....	....	.....	375	1500	...	...	.....	. .	...	30	4000	....	.....	....	..	..	.....	11
12	Sunbury	....	..	...	....	50	100	....	.....	....	....	....	35	350	....	.....	....	.....	....	.....	12
13	Queens	....	.....	....	....	255	565	....	.....	.....	....	....	62	755	....	.....	....	.....	....	.....	13
14	Kings	....	.....	....	.....	250	500	....	.....	.....	.....	....	35	2000	...	.....	....	.....	....	.....	14
	Totals	404	264600	2357	137000	11866	11038	184	114600	289951	265824	3860	383	152555	1225	212985	332	136610	112	54695	

RECAPITULATION showing the Kinds and Quantities of Fish and Fish Products in the Province of **New Brunswick**, for the Year 1907–08.

Number.	Counties.	Kinds of Fish.																		Number.
		Salmon, fresh, lb.	Salmon, preserved in cans, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked finnan haddies, lb.	Hake, dried, cwt.	Hake sounds, lb.	Pollock, cwt.	Halibut, lb.	
	District No. 1.																			
1	Charlotte	7000	....	.....	2210	.. .	*3945700	.....	....	54412	7077	*4984	....	1357500	686	108300	30382	29484	25770	13600	1
2	St. John	423000	....	8000	250	20000	50000	....	....	.....	1624	58	....	128700	.....	.....	7650	6900	90	.....	2
	District No. 2.																			
3	Albert	5000	....	.....	320	12000	.....	.. ..	.. ..	.....	200	....	...	....	.....	...	.. .	....	.....	...	3
4	Westmorland	15200	...	.....	30620	590000	1280000	7700	....	1000500	1450	210	....	.....	.....	.....	60	...	.....	.....	4
5	Kent	123000	1200	1000	30620	392000	....	196500	290	488500	440	1590	6	.....	300	.. ..	2050	2900	.	4650	5
6	Northumberland	520000	....	4000	14160	97000	5000	44500	20	200000	250	1980	...	.. ....	2200	... .	820	1000	.....	5000	6
7	Gloucester	472000	2400	2200	80000	625000	50000	86000	45	948800	1050	72100	330	... .	1720	.....	5200	5500	.....	130000	7
8	Restigouche	236400	1000	.. ...	1380	450000	226000	.....	....	38800	310	.....	.. .	.....	.....	.....	80	.... .	.....	.....	8
	District No. 3.																			
9	Victoria	3500	....	.....	.....	.....	.....	..	....	.....	.....	.....	....	.....	.....	.. .	.....	.....	.....	.....	9
10	Carleton	500	...	.....	.....	.....	.....	.....	...	.....	....	.....	....	.. ....	.....	.....	....	....	.....	...	10
11	York	21000	....	.....	.....	.....	.....	....	....	.....	.....	.....	....	.....	.....	.. ...	.. .	....	.....	.....	11
12	Sunbury	1000	....	....	.....	.....	.....	.....	....	.....	.....	.....	....	.....	.....	.. ..	...	.....	.....	.....	12
13	Queens	2100	....	.....	.....	.....	.....	.....	....	.....	.....	.....	....	.....	.....	.....	.....	....	....	.....	13
14	Kings	8000	....	.....	.. .	.....	.....	...	....	.....	.....	.....	....	.....	.....	.....	.....	.....	....	.....	14
	Totals	1837700	4600	15200	159560	2186000	5556700	334700	355	2731012	12401	80922	336	1486200	4906	108300	46242	45784	25860	153250	

* See recapitulations.

RECAPITULATION showing the Kinds and Quantities of Fish and Fish Products in the Province of **New Brunswick**, for the Year 1907-08—*Continued.*

Number.	COUNTIES.	KINDS OF FISH.																	TOTAL VALUE OF ALL FISH.	Number.
		Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or gaspereau, brls.	Bass, lb.	Pickerel, lb.	Eels, brls.	Sardines, brls.	Oysters, brls.	Clams, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.		
	District No. 1.								*											$ cts.	
1	Charlotte	1000	...	46500	...	...	...	...	246644	...	*47943	4000	...	354	...	31130	24073	2040	...	1,350,669 00	1
2	St. John	...	668	5000	13133	...	...	200	5625	...	...	...	...	...	...	3745	482	415	...	203,932 00	2
	District No. 2.																				
3	Albert	9500	120	6000	..	500	...	75	...	...	20	...	35000	...	...	40	...	...	...	8,332 00	3
4	Westmorland	23200	1485	810000	700	6700	...	370	...	1200	8000	2000	47000	...	1100	...	51000	80000	...	731,814 00	4
5	Kent	10400	122	1526000	2185	16900	...	720	...	4665	11160	54000	155000	5	9680	1170	10700	33000	16	633,556 00	5
6	Northumberland	35500	1100	4620000	1700	93500	...	1040	...	8600	700	440000	1220000	...	3000	120	7050	26200	...	801,741 00	6
7	Gloucester	27600	110	1086000	160	23000	...	804	...	970	16300	100000	186000	712	2180	22600	30800	71000	68	1,438,673 00	7
8	Restigouche	9500	..	249500	...	...	...	62	...	...	...	68000	35000	...	95	...	210	540	...	101,755 00	8
	District No. 3.																				
9	Victoria	16800	*	...	...	...	...	6	...	...	...	...	...	...	64	...	...	...	...	3,233 00	9
10	Carleton	10000	...	...	...	...	...	...	...	...	...	...	...	...	25	...	...	...	...	1,225 00	10
11	York	29000	...	...	35	...	10000	...	...	...	...	...	...	...	100	...	...	...	...	7,335 00	11
12	Sunbury	1000	30	...	500	...	4000	...	...	...	...	...	...	...	20	...	...	...	...	2,550 00	12
13	Queens	1900	280	...	715	...	23200	...	...	...	...	...	...	...	75	...	...	...	...	10,724 00	13
14	Kings	8000	100	...	100	2000	5000	10	...	...	...	...	...	...	70	...	...	...	...	5,025 00	14
	Totals	186400	4015	8349000	19528	142600	42200	3287	252269	15435	84123	668000	1678000	1071	16469	58805	124315	213195	84	5,300,564 00	

*See recapitulation.

RECAPITULATION

OF the Yield and Value of the Fisheries in all **New Brunswick**, for the Year 1907-08.

Kinds of Fish.		Quantities.	Value.	Total.
			$ cts.	$ cts.
Salmon fresh	lb.	1,837,700	344,235 00	
" smoked	lb.	15,200	3,040 00	
" preserved in cans	lb.	4,600	690 00	
				347,965 00
Herring salted	brls.	159,560	716,790 00	
" fresh	lb.	2,186,000	21,860 00	
" smoked	lb.	5,556,700	151,091 00	
" boneless	lb.	263,190	26,319 00	
				916,060 00
Mackerel, fresh	lb.	334,700	40,164 00	
" salted	brls.	355	5,325 00	
				45,489 00
Lobster preserved cans	lb.	2,731,012	819,303 60	
" fresh or alive	cwt.	12,401	109,210 00	
				928,513 60
Cod, dried	cwt.	80,922	404,610 00	
" fresh	lb.	202,800	8,112 00	
" tongues and sounds	brls.	336	3,360 00	
				416,082 00
Haddock, fresh	lb.	1,486,200	44,586 00	
" dried	cwt.	4,906	17,171 00	
" (finnan haddies)	lb.	108,300	6,498 00	
				68,255 00
Hake	cwt.	46,242	115,605 00	
" sounds	lb.	45,784	20,542 00	
				136,147 00
Pollock	cwt.	25,860	.....	77,580 00
Halibut	lb.	153,250	.....	15,325 00
Trout	lb.	186,400	.....	18,720 00
Shad	brls.	4,325	.....	44,920 00
Smelts	lb.	8,349,000	.....	667,932
Alewives	brls.	19,743	.....	90,755
Bass	lb.	142,600	.....	14,220
Eels	brls.	3,287	.....	32,870
Whitefish	lb.	5,600	.....	840
Pickerel	lb.	42,200	.....	2,954
Sturgeon	lb.	9,500	760 00	
" caviare	lb.	350	315 00	
				1,075 00
Sardines	brls.	252,269	378,403 50	
" canned	cans.	5,700,000	285,000 00	
				663,403 50
Flounders	lb.	668,008	.....	20,040 00
Frost Fish	lb.	1,678,000	.....	50,340 00
Oysters	brls.	15,435	.....	92,610 00
Clams, quahaug and scallops	brls.	86,688	223,849 50	
" canned	cans.	693,544	69,354 40	
" shelled	galls.	4,040	2,020 00	
				295,223 90
Squid	brls.	1,071	.....	4,284 00
Coarse fish	brls.	16,409	.....	32,818 00
Fish oil	galls.	58,805	.....	17,641 50
" as bait	brls.	124,315	.....	186,472 50
" fertilizer	brls.	213,195	.....	107,825 00
Seal skins	No.	84	.....	105 00
Dulse	lb.	68,300	.....	4,098 00
Total				5,300,564 00
" for 1906				4,905,225 51
Increase				395,338 49

RECAPITULATION

Of the Number of Fishing Crafts, Nets, &c., in the whole Province of **New Brunswick**, for the Year 1907-08.

Articles.	Number.	Value.	Total.
		$ cts.	$ cts.
Fishing vessels (4,804 tons)	343	169,170	
" boats	7,804	305,079	
			474,249
Fathoms of gill-nets	878,720	398,863	
" of seines	13,935	29,235	
Smelt-nets	2,357	137,000	
Bass nets	123	800	
Weirs	404	264,600	
Trawls	938	9,486	
Eel traps	25	25	
Hand lines and rod and lines	11,866	11,038	851,047
Lobster canneries	184	114,600	
" traps	289,951	265,824	
			380,424
Ice houses and freezers	383	152,555	
Fish and smoke houses	1,225	212,985	
Fishing piers and wharfs	332	136,610	
" tugs and smacks	112	54,695	
Smelt shanties	1,023	20,750	
Fish and clam factories	13	43,500	
Pile-drivers and scows	251	5,640	
			626,735
Total			2,332,455

Statement of the number of men engaged in the Fisheries of **New Brunswick** 1907-08.

Number of men in fishing vessels	1,307
" boats	13,012
" persons employed in lobster canneries	3,860
Total	18,179

APPENDIX No. 4.

PRINCE EDWARD ISLAND.

REPORT ON THE FISHERIES OF THE PROVINCE BY INSPECTOR J. A. MATHESON.

CHARLOTTETOWN, March 25, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith my report on the fisheries of the province of Prince Edward Island for the season of 1907, with synopsis from reports of Overseers, and statistics showing the quantities and values of the year's catch, and quantity and value of material used and the number of persons engaged in the industry.

LOBSTERS.

I am again pleased to report an increase in the catch of lobsters,— 550,201 lb. over the season of 1906, which is the largest catch for the past ten years, as shown by the following figures :—

1898	2,342,020	lb.
1899	2,421,144	"
1900	2,223,712	"
1901	2,386,070	"
1902	2,039,600	"
1903	2,355,400	"
1904	2,501,100	"
1905	2,182,624	"
1906	2,289,288	"
1907	2,839,489	"

OYSTERS.

In the oyster fishery there was a decline in the quantity of 5,316 barrels.

In my preliminary report I predicted that there would be a falling off of about fifty per cent in the catch. This has been verified by the report.

The largest shortage was in Prince county, especially in Grand river. It is difficult to ascertain the cause of such a large falling off, but I attribute it to overfishing, and the fishing of quahaugs in the vicinity of the oyster beds, causing the sediment to settle on the oysters and preventing the spawn from adhering to the shell.

For rivers where quahaugs are fished near oyster beds, I would recommend that a launch be provided and the beds be raked over the last of June or first week in July, in order to clean them.

MACKEREL.

I am pleased to report an increase in the catch of this fishery, of 1,267 barrels.

The catch of mackerel has increased somewhat for the past two seasons and a good many fishermen are of the opinion that the mackerel are again returning to our shores, where once they were so abundant.

COD.

There has been a decrease in the catch of cod over the previous season, a shortage of (dried), amounting to 2,589 cwt. This, I think, can be attributed in a great measure to the very stormy weather that prevailed during the fishing season, and prevented fishermen using small boats for fishing. A good many fishermen, particularly in Kings county, sought other employment.

HERRING.

Show an increase of about three thousand, eight hundred barrels of salted, which brought good prices.

QUAHAUGS.

The quantity of quahaugs taken, show no diminution from the very large quantity taken in the season 1906, and exceeds that season's catch by over three thousand bags.

The American market was overstocked and prices realized were unprofitable to shippers.

SMELTS.

There was a considerable quantity of this fish taken but the mild weather that prevailed during the season interfered with the marketing, and a great quantity of what was shipped did not reach it in good condition, and the returns were small.

Smelts were mostly sent to the New York markets.

TROUT.

About the same quantity of this fish was taken as last season, but fish is larger in size, and with the same care in the protection during the close season, I have no doubt that improvement will be still more noticeable in the future.

SYNOPSES OF OVERSEERS' REPORTS.

Overseer Darison, Prince County, reports: In this county there is a small decrease in the catch of herring; on account of the ice remaining on the coast so long, fishermen could not get their nets out until about the 20th of May.

Mackerel show a small increase. They seem to be returning to our shores in large numbers each year.

The catch of lobsters on the south side of the island was about the same as last year, but on the north side, I am pleased to report a large increase.

Cod show an increase on the coast of Prince county. I attribute it to the number of fishermen induced by the higher price of this fish.

There was a large increase in the quantity of smelts due to the more general use of gill-nets.

Oysters have decreased by more than half, and fishermen ascribe the cause to the large numbers of starfish that destroy the oysters.

The increase of quahaugs is due to more persons being engaged in this fishery.

Overseer McCormack, King's County, reports as follows:

Lobsters, although one of the shortest seasons in the history of this fishing, it was one of the most successful, both for packers and fishermen.

The first lobsters were packed on the south side on the 4th of May, and about the 15th May the ice came back around east point and stopped all fishing for one week.

On the north side the first packed was on the 24th May, with very good weather, and fishing continued to the end of the season with an increase in the pack of 2,344 cases.

Cod and Hake.—Owing to this branch of the fishery being good in 1906, greater preparation was made to prosecute it. Eleven more vessels were licensed than last year, also more boats, but the weather was very stormy from July to December. Very few fish were caught after the first of October by small boats. So much loss of time discouraged the fisherm n who sought other employment.

Herring were very plentiful up to the end of July, especially at Georgetown, and show a considerable increase in this county.

Smelts,—This fishing may be called a failure, owing to the mild weather and the poor condition they reached market.

Owing to the fact that a number of persons were fined for illegal lobster fishing in the southern part of the county the previous year, very little was attempted to be done illegally this season, and with the aid of the cruiser *Petrel*, I destroyed about 130 traps near Georgetown.

I have the honour to be, sir,

Your obedient servant,

J. A. MATHESON, *Inspector of Fisheries.*

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials and other Fixtures used in the Fishing Industry in the County of **Kings**, Province of **Prince Edward Island**, for the year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.							Lobster Plant.				Kinds of Fish.	
		Vessels.				Boats.			Gill-nets.			Trawls.		Smelt nets.		Canneries.		Traps.			
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Number.
	Kings County.			$			$				$		$		$		$		$		
1	Souris and Red Point	10	153	4000	39	65	1200	120	300	4500	2400	60	600	20	100	4	3000	6500	5000	.....	1
2	Bay Fortune	....	....	. . .	...	40	800	52	60	600	400	5	50	8	160	2	2000	4500	3000	.....	2
3	Annandale	....	....	..	.....	48	1000	70	300	6000	3000	10	100	3	75	5	6000	18500	12000	.....	3
4	Georgetown	5	190	4500	26	75	2500	115	500	8000	4000	50	500	25	160	5	4000	17000	11000	....	4
5	Murray Harbour, North	....	....	.....	.....	76	1000	116	300	5000	2500	15	150	20	100	12	6000	29000	17000	.....	5
6	Murray Harbour, South	14	319	9000	58	38	600	60	250	4500	2000	100	1000	30	150	4	4000	11000	6000	.....	6
7	Morell and St. Peters	....	.....	.....	.....	65	1500	126	200	2000	1500	40	400	40	800	7	6000	14000	10000	5000	7
8	Naufrage	....	....	.....	.....	56	1000	100	100	1000	800	8	80	....	.....	5	4000	9000	6000	.....	8
9	North Lake	.. .	....	.....	.....	50	800	84	150	1200	1500	10	100	10	50	4	4000	6000	5000	.....	9
10	South Lake	....	.....	.....	.....	30	500	50	200	2000	1600	80	800	50	250	1	2000	3000	2000	.....	10
	Totals	29	662	.....	123	543	...	893	2360	34800	.....	378	.. ..	206	.....	49	.. ..	118500	.....	5000	
	Values $	...	.....	17500	.....	....	10900	.. ...	.....	.....	19700	.....	3780	....	1845	....	41000	.....	77000	1000	

RETURN showing the kinds and quantities of Fish and Fish Products in the County of **Kings**, Province of **Prince Edward Island**, for the year 1907—*Continued.*

Number.	Districts.	Kinds of Fish.																					Total Value of all Fish.	Number.
		Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lb.	Trout, lb.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Quahaugs, bags.	Clams, brls.	Canned clams, cases.	Coarse and mixed fish, brls.	Fish oil, gall.	Fish as bait, brls.		
	Kings County.																						$ cts.	
1	Souris and Red Point	250	50000	.....	120	69120	1400	15	1000	200	3000	6000	500	6000	....	15	....	50	....	60	2000	1000	45,586 00	1
2	Bay Fortune	100	.....	.....	16	43392	250	....	.....	....	100	200	2000	15000	....	5	....	10	....	10	200	500	17,227 60	2
3	Annandale	150	.....	...	10	137952	200	....	500	50	150	300	500	3000	....	4	...	40	....	20	300	800	45,730 60	3
4	Georgetown	350	80000	160000	100	109440	600	10	2000	100	800	1600	1000	20000	....	25	....	50	150	50	500	2000	51,942 00	4
5	Murray Harbour, North	50	.....	....	10	172848	350	....	500	....	50	100	500	4000	....	5	....	20	100	10	100	1500	57,374 40	5
6	Murray Harbour, South	300	.....	...	10	67056	1150	10	1000	200	3000	6000	500	12000	....	8	200	30	100	50	2000	1000	42,796 80	6
7	Morell and St. Peters	100	.....	.....	124	175536	1000	15	2000	100	100	200	2000	25000	50	10	....	.....	....	20	500	1200	65,670 80	7
8	Naufrage	50	.....	.....	100	110400	450	....	500	....	50	100	500	1000	....	.....	....	.....	....	.....	100	800	38,640 00	8
9	North Lake	100	.....	.....	150	101904	400	....	500	100	50	100	1000	2000	20	.....	....	.....	....	.....	200	700	37,251 20	9
10	East Lake	109	.....	.....	80	39360	600	....	....	250	650	1300	500	2000	....	6	...	15	....	....	600	400	20,708 00	10
	Totals	1550	130000	160000	720	1027008	16400	50	8000	1000	7950	15900	9000	90000	70	78	200	215	350	220	6500	9900	... .	
	Values	7750	1300	3200	10800	308102	32000	500	240	3500	23850	3975	900	4500	280	780	400	860	1750	440	1950	14850	422,927 40	

RETURN showing the kinds and quantities of Fish and Fish Products in the County of **Queens**, Province of **Prince Edward Island**, for the year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.										Lobster Plant.				Kinds of Fish.				Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Trawls.		Smelt nets.		Canneries.		Traps.		Herring, salted, brls.	Herring, fresh, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	
		Number.	Tonnage.	Value.	Total fishermen.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.					
	Queens County			$			$				$			$		$		$		$		$					
1	Tracadie					150	4500	250	300	6000	3000	3	400	1000	145	450	29	915	4	8000	12000	6700	2000	500	30000	650	1
2	New London	4	70	2000	16	50	2500	100	250	3000	2500	4	600	1500	10	150	2	70	7	2775	9250	5025	1400	4500	25000	700	2
3	Point Prim					95	2000	160	20	100	160						18	630	21	3520	12880	7100	150				3
4	Rustico	3	60	1270	27	120	2600	290	200	5000	1200	1	600	1500	20	300	11	385	4	5500	13300	6300	4000	20000	20000	1300	4
5	Wheatley River					3	150	9	20	100	75								2	2150	6100	3600					5
6	Pownal					34	400	60																			6
7	Charlottetown					40	750	75									7	245									7
8	Crapaud					30	800	60	15	125	100						4	140	8	3300	10110	5180					8
9	Lot 65					93	1600	156	100	2000	500						29	915	5	3400	880	4500	2000				9
10	Bays and Rivers					40	400	80															250	20000			10
	Totals	7	130		43	655		1240	905	16325		11	1600		175		100		51		64520		9800	45000	175000	2650	
	Values $			3270			15700				7535			4000		900		3300		28645		38405	49000	450	9000	39750	

RETURN showing the kinds and quantities of Fish and Fish Products in the County of **Queens** Province of **Prince Edward, Island** for the year 1907.

Number.	Districts.	Kinds of Fish.																					Total Value of all Fish.	Number.
		Lobster, preserved in cans, lb.	Lobsters, fresh shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lb.	Pollock, cwt.	Trout, lb.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Oysters, brls.	Clams, brls.	Quahangs, bags.	Tom cod or Frost fish, lb.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.		
	Queens County.																						$ cts.	
1	Tracadie	133440	75	2200	5	10000	75	100	100	20	2000	142050	200	250	2000	150	1500	25	50	1600	3000	50	111,232 75	1
2	New London	140976	20	400	8	1800	100	70	....	....	1300	30000	50	30	80	5	....	....	10	300	2312	100	72,139 80	2
3	Point Prim	69600	....	75	....	....	....	....	....	....	500	36000	....	....	910	100	1200	....	....	....	3220	400	39,165 00	4
4	Rustico	181968	80	3750	20	12000	50	75	....	....	2000	15000	....	120	....	....	....	....	....	1700	3322	300	126,403 40	4
5	Wheatley River	....	....	1000	10	....	....	....	....	....	1200	23000	....	....	....	....	....	....	....	75	....	....	6,392 50	5
6	Pownal	31056	....	....	....	....	....	....	....	....	....	....	....	....	300	....	700	....	....	....	1522	350	15,749 80	6
7	Charlottetown	....	100	....	....	....	....	....	....	....	....	40000	....	25	150	20	4000	300	....	..	....	....	12,239 00	7
8	Crapaud	58512	....	....	....	....	....	....	....	....	1000	16000	....	....	....	....	....	....	....	....	2528	300	22,545 60	8
9	Lot 65	58992	25	....	....	....	....	....	....	....	....	58000	....	....	1100	10	5000	....	....	....	2200	400	53,312 60	9
10	Bays and Rivers	....	....	....	....	....	....	....	..	....	5000	50000	250	175	150	10	1000	100	....	....	200	500	11,243 00	10
	Totals	674544	300	7425	43	23800	225	245	100	20	13000	440050	500	600	4690	295	13400	425	60	3675	18304	2400		
	Values	202363	2100	37125	430	714	785	737	25	50	1300	22002	2000	6000	37520	1180	26800	113	113	1102	27456	2460	$470,423 45	

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials and other Fixtures used in the Fishing Industry in the County of **Prince**, Province of **Prince Edward Island**, for the Year 1907.

Number.	Fishing Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.										Lobster Plant.				Kinds of Fish.		Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Trawls.		Smelt nets.		Canneries.		Traps.		Herring, salted, brls.	Herring, fresh, lb.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.			
	Prince County.			$			$				$			$		$		$		$		$			
1	Tignish	..	..	..	..	98	7350	200	62	1400	350	2	500	1000	40	160	...	....	7	2350	22800	14450	1000	.....	1
2	Alberton	5	140	3200	23	28	1385	42	433	12400	4417	1	250	500	5	80	24	730	7	2150	5850	5850	1745	.....	2
3	Nail Pond	..	..	..	..	35	1620	65	70	1300	665	2	500	1000	28	300	....	....	3	6500	5540	5540	400	16000	3
4	Skinner's Pond	..	..	..	..	48	1310	60	112	1080	630	..	....	...	13	150	....	....	5	4100	10600	6100	620	2100	4
5	Miminegash	..	..	..	..	27	1015	55	170	3364	713	..	....	....	30	335	4	50	5	3350	7140	5640	975	...	5
6	Narrows, Lot 11	..	..	..	..	16	625	24	115	1730	320	..	....	....	....	....	4	120	4	2300	3800	2950	66	.....	6
7	Ellerslie, Lot 12	..	..	..	..	20	1000	60	100	2000	400	..	....	....	....	....	6	100	4	600	5000	5000	50	.....	7
8	Bideford	..	..	..	..	47	740	47	32	310	56	..	....	....	....	....	...	...	1	100	700	700	90	.....	8
9	Grand River	..	..	..	..	25	625	31	105	1175	217	..	....	....	....	....	2	50	4	1160	7200	5900	125	.....	9
10	Malpeque	1	18	600	4	12	560	26	148	3080	588	..	...	....	....	....	6	120	2	1100	1820	1850	150	5000	10
11	Richmond Bay	..	..	..	..	70	1400	140	75	1400	375	..	....	....	....	....	....	....	2	1700	6100	4200	.....	...	11
12	Roxbury, Lot 6	..	..	..	..	32	655	34	48	730	99	..	...	....	1	10	2	60	..	....	.....	.....	.....	5000	12
13	Fifteen Point	..	..	..	..	97	4920	196	261	5087	952	..	....	....	....	....	....	....	17	8450	24140	20225	125	6000	13
14	Brae	..	..	..	..	9	450	18	50	500	100	..	....	....	....	....	18	500	2	2000	2700	1000	50	500	14
15	West Point	..	..	..	..	15	600	29	29	580	107	..	....	....	....	....	....	....	5	1800	4480	3700	50	1000	15
16	Travellers Rest	..	..	..	..	40	600	70	120	1800	360	..	....	....	....	....	10	200	....	.....	...	...	40	3000	16
17	Summerside	..	..	..	..	10	200	20	10	200	40	..	....	....	....	....	20	400	1	800	600	500	15	1000	17
18	Carleton	..	..	..	..	19	900	35	50	1250	250	..	....	....	....	....	12	200	6	1830	5800	3650	10	1000	18
19	Tryon	..	..	..	..	34	2000	76	118	1280	590	..	....	....	....	....	7	100	9	3000	8700	4200	.....	.....	19
20	Wellington	..	..	..	..	20	300	40	75	1500	150	..	....	....	....	....	2	40	....	....	.....	....	15	2000	20
	Totals	6	158	..	27	702	....	1268	2143	42746	....	5	1250	....	117	....	117	....	84	.....	122970	....	5526	42600	
	Values $	..	....	3800	....	....	28255	...	....	....	11379	..	....	2500	....	1035	....	2670	....	43290	.....	91455	27630	426	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Prince**, Province of **Prince Edward Island**, for the Year 1907.

Number.	Fishing Districts.	Kinds of Fish.																		Total Value of all Fish.	Number.
		Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lb.	Trout, lb.	Smelts, lb.	Eels, brls.	Oysters, brls.	Quahaugs, bags.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.		
	Prince County.																			$ cts.	
1	Tignish		340	153600		800			450	2800		4000	10				450	4000		68,665 00	1
2	Alberton		647	60576		315			300	500		132500					200	925		47,275 30	2
3	Nail Pond	15000	195	66336		1800		350	800	650							655	2000	300	43,069 80	3
4	Skinner's Pond		156	89064		272	16000		129	360							120	1440		36,693 20	4
5	Miminegash		224	61104	340	626			734	1493	320					25	525	1956		37,824 95	5
6	Narrows, Lot 11		44	47616		150			10			2800						725		17,282 30	6
7	Ellerslie, Lot 12		20	33600		20						2200		800				1000		18,740 00	7
8	Bideford			5760								4100		1300	9000			125		30,970 50	8
9	Grand River			63984								2000		130	17000			925		56,347 70	9
10	Malpeque		111	22560		565			300			60000		400	4000		125	700		28,245 50	10
11	Richmond Bay			62400								4000		700	1200			600		27,820 00	11
12	Roxbury, Lot 6		3			15	5300					4200		589						5,251 00	12
13	Fifteen Point			244931														4600		81,064 30	13
14	Brae			30096								28000		105	2000			400		16,123 80	14
15	West Point		10	38256		10							5					500		12,736 80	15
16	Travellers Rest					5						10000		483				60	75	4,784 00	16
17	Summerside			5654	80						300	3500		75	154			160		5,269 20	17
18	Carleton			44112							200	54000	5					675	50	17,126 10	18
19	Tryon			108288								18000						2500		37,136 40	19
20	Wellington	500										10000	40	400	1332					6,919 00	20
	Totals	15500	1750	1137937	420	4578	21300	350	2723	5803	820	370800	60	4982	34686	25	2075	23291	425		
	Values	1860	26250	341381	2940	22890	639	1225	8169	1450	82	18540	600	39856	69372	50	62250	34936	425	599,344 85	

RECAPITULATION by Counties, showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials, in the Province of **Prince Edward Island,** for the Year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.																Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Trap-nets.		Trawls.		Smelt-nets.		Hand-lines.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	
	Counties.			$			$				$			$		$		$		$		$	
1	Kings	29	662	17500	123	543	10900	893	2360	34800	19700	....	....	....	....	....	378	3780	206	1845	1125	1125	1
2	Prince	6	158	3800	27	702	28255	1268	2143	42746	11379	5	1250	2500	1	1500	117	1035	117	2670	435	251	2
3	Queens	7	130	3270	43	655	15700	1240	905	16325	7535	11	1600	4000	20	175	175	900	100	3300	1250	625	3
	Totals	42	950	24570	193	1960	54855	3401	5408	93871	38614	16	2850	6500	21	1675	670	5715	423	7815	2810	2001	

Number.	Districts.	Lobster Plant.					Other Fixtures used in Fisheries.								Number.
		Canneries.		Traps.		Persons employed in Canneries.	Freezers and Ice-houses.		Smoke and Fish Houses.		Piers and Wharfs.		Tugs, Steamers and Smacks.		
		Number.	Value.	Number.	Value.		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	
	Counties.		$		$			$		$		$		$	
1	Kings	49	4100	11850	77000	816	1	2000	110	1500	11	2650	13	3600	1
2	Prince	84	43290	122970	91455	823	4	1950	6	765	6	6500	3	3400	2
3	Queens	51	28645	64500	38405	1016	1	1500	....	.....	3	500	3	3000	3
	Totals	184	112935	305990	206860	2655	6	5450	116	2265	20	9650	19	10000	

RECAPITULATION by Counties showing the Kinds and Quantities of Fish and Fish Products in the Province of **Prince Edward Island**, for the Year 1907.

Number.	Districts.	Kinds of Fish and Fish Products.															Number.
		Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lb.	Pollock, cwt.	Trout, lb.	
	Counties.																	
1	Kings	5000	1550	130000	160000	.....	720	1027008	....	6400	50	8000	1000	7950	15900	...	900	1
2	Prince	....	5226	42600	.....	15500	1750	1137937	420	4578	.....	21300	350	2723	5803	...	820	2
3	Queens	....	9800	45000	.....	75000	2650	674544	300	7425	43	23800	225	245	100	20	13000	3
	Totals	5000	16876	217600	160000	90500	5120	2839189	720	18403	93	53100	1575	10918	21803	20	22820	

Number.	Districts.	Kinds of Fish and Fish Products.												Total Value of all Fish.	Number.
		Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Quahaugs, bags	Oysters, brls.	Clams, brls.	Tom cod or frost fish, lb.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Canned clams, cases.		
	Counties.													$ cts.	
1	Kings	90000	70	78	200	.....	215	.....	220	6500	9900	.....	350	422,927 40	1
2	Prince	370800	.....	60	34686	4982	.....	.....	25	2075	23291	425	.....	599,344 85	2
3	Queens	440050	500	600	13400	4690	295	425	60	3675	18304	2400	.....	470,423 45	3
	Totals	900850	570	738	48286	9672	510	425	305	12250	51495	2825	350	1,492,695 70	

RECAPITULATION

SHOWING Yield and Value of the different Fisheries of the Province of **Prince Edward Island,** during the Year 1907.

Kinds of Fish.	Quantity.	Price.	Value.
		$ cts.	$ cts.
Salmon, fresh ..... Lb.	5,000	0 20	1,000 00
Herring, salted..... Brls.	16,876	5 00	84,380 00
" fresh..... Lb.	217,600	0 01	2,176 00
" smoked ..... "	160,000	0 02	3,200 00
Mackerel, fresh ..... "	90,500	0 12	10,860 00
" salted ..... Brls.	5,120	15 00	76,800 00
Lobsters, cans..... Lb.	2,839,489	0 30	851,846 70
" fresh in shell..... Cases.	720	7 00	5,040 00
Cod, dried..... Cwt.	18,403	5 00	92,015 00
Tongues and sounds..... Brls.	93	10 00	930 00
Haddock, fresh..... Lb.	53,100	0 03	1,593 00
" dried..... Cwt.	1,575	3 50	5,512 50
Hake, dried..... "	10,918	3 00	32,754 00
" sounds..... Lb.	21,803	0 25	5,450 75
Pollock..... Cwt.	20	2 50	50 00
Trout..... Lb.	22,820	0 10	2,282 00
Smelts..... "	900,850	0 05	45,042 50
Alewives or Gaspereau..... Brls.	570	4 00	2,280 00
Eels..... "	738	10 00	7,380 00
Oysters..... Brls.	9,672	8 00	77,376 00
Clams..... "	510	4 00	2,040 00
Clams in cases..... Cases.	350	5 00	1,750 00
Quahaugs..... Bags.	48,286	2 00	96,572 00
Frost fish..... Lb.	425	0 03	12 75
Coarse and mixed fish ..... Brls.	305	2 00	610 00
Fish oil ..... Galls.	12,250	0 30	3,675 00
Fish as bait..... Brls.	51,495	1 50	77,242 50
Fish as manure..... "	2,825	1 00	2,825 00
			1,492,695 70

RECAPITULATION

SHOWING the Number and Value of Vessels, Boats, Nets, Lobster Canneries, Traps &c., used in Fisheries of the Province of **Prince Edward Island,** for the season of 1907.

	Articles.	Value.	Total.
		$	$
42	Fishing vessels (950 tons)	24,570	
1,900	" boats	54,855	
5,408	Gill-nets (93,871 fathoms)	38,614	
16	Seines (2,850 fathoms)	6,500	
21	Traps nets	1,675	
670	Trawls	5,715	
423	Smelt nets	7,815	
2,810	Hand lines	2,001	
			141,745
184	Lobster canneries	112,935	
305,990	Lobster traps	206,860	
			319,795
6	Freezers and ice-houses	5,450	
116	Smoke and fish houses	2,265	
20	Piers and wharfs	9,650	
19	Steamers and smacks	10,000	
			27,365
	Total		488,905

Number of persons employed in the fisheries of Prince Edward Island :—

Men in fishing vessels	193
Men in fishing boats	3,401
Persons in lobster canneries	2,655
	6,249

APPENDIX No. 5.

NOVA SCOTIA.

District No. 1.—Comprising the four counties of the Island of Cape Breton.
Inspector A. C. Bertram, North Sydney.

District No. 2.—Comprising the counties of Cumberland, Colchester, Pictou, Antigonish, Guysborough, Halifax and Hants.
Inspector Robert Hockin, Pictou.

District No. 3.—Comprising the counties of Kings, Annapolis, Digby, Yarmouth, Shelburne, Queens and Lunenburg.
Inspector A. C. Robertson, Barrington Passage.

DISTRICT No. 1.

North Sydney, N. S., June 10, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I have the honour to submit herewith the annual report on the fisheries for District No. 1, which comprise the four counties of Cape Breton Island, for the fiscal year ending March 31, 1908.

Without exception this year has been the most unfavourable on record in the successful prosecution of the fisheries. The season was a month later than any previous year during the past twenty-five. The Island of Cape Breton was surrounded by ice floes until June 15, thus making spring fishing practically an absolute failure.

Undoubtedly the most serious feature of the situation was the great loss sustained in the amount of gear destroyed. The loss was not confined to any particular locality, but was general throughout Cape Breton.

In the aggregate, owing to unfavorable weather conditions, all the important branches of the fisheries were below the average, both in the value of the catch and the quantity secured.

That there were fewer persons engaged this year in the prosecution of the fisheries, may be attributed to the unprecedented late season and the fact that the large industrial concerns in Cape Breton county offered tempting inducements to the wage earner for his labour, owing to the short season and heavy demand for the products of their plants. This, it can be readily understood, induced fishermen, who suffered great loss in gear, early in the season, to leave their regular vocation for more profitable employment.

The greatest drawback to the fishermen was the loss sustained in gear destroyed by drift ice. This loss was general along the entire coast line of Cape Breton Island. Some idea may be gained by the fact that in one section, the L'Ardoise district of Richmond county, it is estimated that over one thousand nets and one hundred and fifty thousand fathoms of rope were destroyed. This great loss in equipment before the season opened had a most disastrous effect. When the season really commenced the fishermen found themselves without equipment and without resources, and accordingly were unable to engage in their regular vocation to the same extent as heretofore.

The failure of the lobster fishery is attributed also to the late season and unfavourable weather conditions. While the pack was much below the average the great demand and the consequent high prices secured for lobsters, in a large measure alleviated the loss sustained by reason of the scarcity of this important food fish.

A noticeable feature this year was the scarcity of dog-fish, the greatest enemy our fishermen have to contend with during the summer season. That dog-fish did not frequent the coastal waters of Cape Breton Island to the same extent this year as heretofore is attributed to the unusually low temperature of the water.

The statistics on another page covering District No. 1, will furnish in detail the quantity, variety and value of the fisheries as well as the quantity and value of the equipment used in the prosecution of the fisheries.

The regulations have been well observed. The tendency to poach has not been as great of late years as formerly.

SYNOPSES OF REPORTS OF FISHERY OVERSEERS FOR THE ISLAND OF CAPE BRETON, 1907.

Overseer D. F. McLean, of Port Hood, reports an increase of catch in the following branches of the fisheries in the Western division of the county of Inverness : salmon, herring, lobsters, haddock and smelts and a decrease in mackerel, cod, hake, trout, eels and squid. It is gratifying to note that the aggregate catch in all branches shows an increase in value to a very material extent. About one fifth of the year's catch was used for home consumption, two fifths sold in Canada and the remainder exported to other countries.

Overseer William AuCoin, Eastern Harbour, reports fishing operations considerably retarded during the first few weeks of the season this year owing to drift ice. Operations did not really commence before May 15th. Herring were plentiful during the latter part of May and the first two weeks in June. The late spring materially interfered with the early prosecution of lobster industry. While there was a small decrease in canning operations, the market was exceptionally favourable and comparatively no loss was sustained by the fishermen and operators. The mackerel fishery was practically an absolute failure this year. These valuable fish seem to be growing scarcer each succeeding year. Hand-line fishing in this branch was an absolute failure. This falling off is due, in a large measure to the destructive pest, dog fish. The salmon fishery was up to the average. While a less number were taken the fish were exceptionally large and more profitable. The excellent protection afforded during the past year made illegal fishing impossible, and it is pleasing to note that not a single instance of poaching was reported.

Overseer Peter Gillies, of South West Port Hood, reports an exceptionally good catch of lobsters. More were exported from this district than in any other previous year. All other branches of the fisheries were equally good. The scarcity of bait was noticeable, but notwithstanding this drawback it may be said that all branches of the fisheries were above the average.

RICHMOND COUNTY.

Overseer Archibald Morrison, of River Bourgeois, reports a large increase in herring but a marked decrease in the catch of codfish. The decrease in this important branch may be accounted for from the fact that fewer fishermen were engaged this year in the prosecution of the industry than heretofore. The lobster canning operations, while smaller this year than in 1906, were more profitable owing to a great demand for this product and consequent higher prices. Had it not been for the late season this would undoubtedly have been the most prosperous year in the history of the fisheries.

Overseer D. R. Boyle, West Arichat, reports that owing to the presence of drift-ice and unfavourable weather conditions a great loss occurred this year in the prosecution of the fisheries. Fishermen were particularly unfortunate in losing gear owing to the above causes. The fishermen of Petit DeGrat, Cape Auguet and other important stations were fairly successful during the fall and winter season, securing over 1,350,000 pounds

of cod, haddock and pollock, during a period extending from November 1st to January 31st. There was an increase in salmon, cod, hake, haddock and halibut. There was a decrease, however, in lobsters, herring, mackerel, pollock and alewives. What is probably the nucleus of an important industry was the effort to can clams. Upwards of 555 cans were put up, thus furnishing profitable employment to a large number of men during the slack season. While the number of fishing vessels remained the same there is a slight decrease in tonnage. Six men less were engaged in these vessels. On the other hand there is an increase of 22 boats and 25 boat fishermen.

Overseer Arthur Brymer, Lower L'Ardoise, reports a decrease in all branches of the fisheries with the exception of lobsters which show an average catch. The most noticeable decrease is in herring and mackerel which is largely due to the presence of drift ice. The fishermen lost heavily in gear, and it is estimated that about one thousand nets and one hundred and fifty thousand fathoms of rope were lost at the commencement of the season owing to drift ice. When mackerel struck in later the fishermen were without gear and proper fishing equipment. The prevailing high prices, however, for all kinds of food fish in a material measure alleviated the loss sustained in gear.

CAPE BRETON COUNTY.

Overseer A. R. Forbes, North Sydney, reports the fisheries three weeks later this year than the previous year. Lobsters were unusually scarce and as a result the total pack was considerably below the average. Herring, however were plentiful and brought fair prices, both fresh and salt. Mackerel were scarce and the yield was entirely consumed in the local market. Cod, haddock, halibut and pollock were plentiful off shore but small boats were unable to venture out far enough to fish them inshore, therefore, these branches were a failure. Fewer men were engaged this year in the prosecution of the fisheries than formerly. This was due to the demand for labour at the different industrial enterprises in the vicinity.

Overseer John McLean, of Gabarous Lake, reports an average catch in all branches of the fisheries with the exception of lobsters. In this branch the late spring, drift ice and boisterous weather seriously interfered with operations. Scarcity of bait was also a serious handicap to the successful prosecution of the fisheries during this year. However, the catch of cod, herring and mackerel was an average one and the high prices prevailing brought exceptionally good returns to the men engaged.

VICTORIA COUNTY.

Overseer Charles McRae, of West Middle River, reports an increase in the value of fish caught this year of approximately $500, this notwithstanding that fewer men were engaged this year in the prosecution of the fisheries than the previous year.

Overseer Duncan Gillis, of Baddeck, reports a substantial increase in the total value of the catch over that of any previous year. Fish were plentiful and the prevailing prices contributed to make the past year one of the best the fishermen ever enjoyed in this district. The branches which show an increase are herring, mackerel, lobsters, cod and haddock, while trout smelts and oysters show a decrease. About 45 per cent was consumed locally and the balance disposed of in the home markets.

Overseer Alexander Morrison, of Wreck Cove, reports a decrease of 20 per cent in the catch of lobsters, 90 per cent decrease in herring and 100 per cent in salmon. Cod, pollock and haddock show an increase of about 75 per cent. The drift ice remained along the coast until June 18, thus seriously interfering with the spring fishing.

Overseer D. P. Montgomery, reports an increase over the previous year, in cod, haddock, pollock and herring. The catch of lobsters was fair. Mackerel fell below the average and dog-fish were plentiful and destroyed much valuable gear. The total catch in this district found a ready sale in the Canadian markets, only one car load being shipped to the United States.

I am, sir, your obedient servant,

A. C. BERTRAM,

Inspector of Fisheries.

DISTRICT No. 2.

ANNUAL REPORT OF THE FISHERIES OF DISTRICT No. 2 NOVA SCOTIA, COMPRISING THE COUNTIES OF ANTIGONISH, COLCHESTER, CUMBERLAND, GUYSBOROUGH, HALIFAX, HANTS AND PICTOU.

The Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report on the Fisheries of District No. 2, Nova Scotia, together with tabulated returns of statistics, also schedules showing the increase or decrease of the catch of each kind of fish.

The estimated value of all the fish taken in the district is $1,820,305 as compared with $2,200,087 the estimated value of the catch of last year, or a shortage of about 17 per cent.

Of the deep-sea fishes there was a decrease in the quantity of haddock of about thirty-three per cent, of hake twenty-four per cent, of pollock of thirty per cent, of herring forty per cent, of mackerel thirty per cent. An increase in the catch of cod of nine per cent and halibut of twenty-eight per cent.

Of the anadromous fishes the catch of salmon was twelve per cent less than that of last year but it is about the avereage catch of the past nineteen years.

On the Straits of Northumberland the catch was five per cent over that of last year. On the Atlantic coast it was fifteen per cent less than last year and it is notable that while in Guysborough county there was a decrease of twenty-five per cent, in Halifax there was a considerable increase.

On the Bay of Fundy in the counties of Cumberland, Colchester and Hants there was a decrease of forty per cent.

The conditions of the rivers during the months of October and November, where salmon ascend for spawning purposes, were favourable to this fishery.

SHAD.

There is little or no improvement in the condition of this fishery, the catch for the year being 402 barrels as compared with 374 for 1906.

The average catch for the past 19 years has been 1,200 barrels, but in Overseer Davison, of Colchester County's division, he has known 5,000 barrels to be taken twenty-five years ago.

The fish ascend the Shubenacadie and other rivers to spawn, and while they have only the protection afforded by a close season from sunset Friday evening until sunrise Monday morning, during the remaining days of the week they can be legally taken.

The close season should be for the entire months of May and June only, for these are the spawing months, and ample provision made for enforcing this law.

While the cost of doing so would only be a few hundred dollars. The result would be the restoring the catch to an average and a source of income of from $10,000 to $12,000 yield to the fishermen of the counties of Hants, Colchester and Cumberland for it is on the Bay of Fundy coast that these fish are mostly taken.

ALEWIVES OR GASPEREAU.

While the catch was five per cent over that of last year it is still forty-five per cent less than an average of the past 19 years.

It has been remarked that when the rivers have become depleted of anadromous fishes the fishermen have to go further from the coast to catch deep sea fish, because they are attracted to the coast by these bait fish and considering the value of the Gaspereau in this way as well for its inherent value, it seems important that the close season which is now from Friday evening at sunset to sunrise on Monday morning should be extended.

HERRING.

The yield this year is about thirty per cent less than last year and fishermen say it is due to the presence of dog-fish which not only drive them from the coast, but destroy herring nets to such an extent that it deters them from prosecuting this fishery.

MACKEREL.

The catch has been nearly fifty per cent less than last year. The returns show great fluctuations in the yield of these fish, some years the catch has been three times that of last year which was nearly the smallest of the past nineteen seasons.

HALIBUT.

The catch was larger than last year but is twenty per cent less than the average of the past nineteen years.

LOBSTERS.

There was a very slight increase in the quantity taken this year.

About 38,000 cases of 48 pounds each were canned in the district or about 1,000 cases less than last year, but 6,000 cwt. were exported fresh in shell more than last year.

On the Atlantic coast in the counties of Halifax and Guysboro the pack was short about 3,000 cases, but if the excess of those exported fresh in shell had been canned, the shortage would only be a few hundred cases.

On the Straits of Northumberland about 1,600 cases were canned more than last year. None are exported fresh in shell from this portion of the district.

Here the season for fishing began several weeks later than usual it being about the 20th day of May before traps could be set, owing to the presence of fields of ice while the legal season closes on July 10, but during this short time fishermen were kept quite busy. Some of the factories getting more fish than they could attend to.

SQUID.

This fish which is used for bait for the deep sea fish seems to have kept away from the coast, for only 500 barrels were taken as compared with 11,000 barrels last season. Some years as many as 20,000 barrels have been taken.

CLAMS.

In some portions of the district clams are becoming scarce and small notably in the eastern part of Halifax county and the fishermen there are asking for a close season.

FISHWAYS.

One fishway was built in the district last year, viz. : on the Antigonish branch of St. Mary's river.

There are a number of dams in the district which should have fishways, in fact upon every stream frequented by salmon and gaspereau, all such dams or obstructions should be provided with efficent fish passes.

Overseer Rowlings reports two dams on Ship Harbour river and several dams on the Laurencetown river in the county of Halifax. There is one on the Meander river in the county of Hants, one on Salmon river in the county of Colchester, and two on the River John, Pictou county, all of which should have fishways.

During the past year, the close season for lobsters has been well observed.

Considerable poaching of salmon was reported on Musquodoboit river, Halifax county.

There were twenty-one cases tried before the inspector and local fishery officers, the latter convicting on view, in all there were seventeen convictions.

I have the honour to be, sir,

Your obedient servant,

R. HOCKIN,
Inspector of Fisheries.

DISTRICT No. 3.

ANNUAL REPORT OF THE FISHERIES OF DISTRICT No. 3 OF NOVA SCOTIA, COMPRISING THE COUNTIES OF LUNENBURG, QUEENS, SHELBURNE, YARMOUTH, DIGBY, ANNAPOLIS AND KINGS.

BARRINGTON PASSAGE, N.S., May 15, 1908.

To the Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report for the District No. 3, of Nova Scotia, with the tabulated statements of the yield and value of its different fisheries, for the season of 1907.

The total yield of all the fisheries production, compiled from the various returns of the different officers under me, is valued at over four million and a half of dollars, which exceeds last year's production by $500,000.

The following statement gives the relative importance of the different counties of this division, showing also the fluctuations from last season :—

Counties.	1907	Increase.	Decrease.
	$	$	$
Digby	1,304,584	149,127	
Lunenburg	942,604	35,034	
Yarmouth	866,648	194,047	
Shelburne	769,747		348,737
Annapolis	308,915	192,137	
Queen's	210,722	10,653	
King's	127,476		28,638

REMARKS.

A glance at the above table points out the best showing to be in the counties of Yarmouth, Annapolis and Digby, which give a combined increase of over half a million dollars. In the above named three counties, to the large proportion of line fish or the cod family, can be ascribed this improvement.

In three localities only, in the vicinity of Tiverton and Freeport, Digby county, all fish captured and disposed of is valued at over $600,000. While the fishermen of Digby town itself and vicinity also secured a quarter of a million dollars worth of fish and fish products. Gasoline launches are now superceding the old style of fishing boats, enabling fishermen to seek better fishing grounds and return home every evening in a very much shorter time and in a very much more comfortable manner than with the former means of transportation.

In the county of Yarmouth, in the vicinity of Port Maitland and Sanford, the good capture of fresh mackerel was again repeated during the season of 1907, and 135,000 pounds were reported captured in that vicinity.

While not quite so many lobsters were preserved as during the previous season, canners realized higher prices and interested parties received nearly as much for their investment. Nine thousand cwts. of these crustaceans were shipped fresh or alive in excess of the previous season from Yarmouth Port alone, mostly to Boston markets where they brought handsome returns, nearly double what they are estimated at for statistical purposes.

In Annapolis county, the handsome surplus over the previous quantities is made up of nearly a general yield of all kinds of fish, mostly line fish and especially in the vicinity of Hillburn and Victoria Beach.

The large falling off noticed in Shelburne county may be ascribed to a more careful compilation of the statistical material by our fishery officers, but there seems a general decline in the principal kinds of fish, especially line fish, which alone is reduced by nearly a quarter of a million dollars. Cape Island, alone as a fishing center, has declined $100,000 in the value of its fisheries.

Speaking generally for the whole district, the most noticeable fluctuation is the decline in the catch of mackerel of nearly $150,000 in value, particularly in Queens county, which had yielded excessively the season previous (1906). Herring also shows a reduction of $67,160, which is more pronounced in the counties of Lunenburg, Shelburne and Queens. Cod, haddock and hake alone show an aggregate value of over $300,000 above that of the preceding year.

I have the honour to be, sir,

Your obedient servant,

A. C. ROBERTSON,
Inspector of Fisheries,

NOVA SCOTIA, DISTRICT No. 1.

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials in the County of **Richmond**, Province of **Nova Scotia**, for the year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.					Kinds of Fish.										Number.
		Vessels.				Boats.			Gill-nets.			Trawls.													
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Salmon, fresh, lb.	Salmon, preserved in cans, lb.	Herring, salted, brls.	Herring, fresh, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.		
	Richmond County.			$			$				$		$											
1	Canso to Port Richmond	4	112	2200	16	59	590	66	1100	22000	4400	10	50	....	...	900	....	....	700	....	....	100		1
2	River Inhabitants and vicinity	2	54	950	7	76	760	91	940	18800	3320	23	115	500	....	540	....	....	575	....	....	310		2
3	River Bourgeois, St. Peters and vicinity	11	300	7350	75	43	370	49	450	9000	1410	13	65	....	...	100	....	....	155	10846	...	2475		3
4	West Bay	..	....	.....	....	34	272	44	156	3120	468	20	100	....	....	250	....	....	....	....	....	120		4
5	Arichat and Petit de Grat	20	312	5600	95	108	1296	152	926	9320	8930	240	1200	1200	....	1360	6000	10500	400	19824	400	*2860		5
6	Cape Auguet to Port Royal, including Janvrin Island	5	90	1250	16	144	1350	180	860	17300	8580	175	680	110	....	1260	8100	16700	635	26256	156	1412		6
7	Rocky Bay and vicinity	2	50	1150	16	61	674	91	600	12000	4100	27	135	...	....	326	1350	6400	255	6816	24	668		7
8	Descousse to Martinique	2	84	2500	20	29	270	40	140	2800	1120	17	100	....	...	180	4600	1000	111	.....	7	952		8
9	Irish and Hay Coves, Lynch River and Barr Head and Red Islands	..	....	.....	....	33	345	43	43	860	380	30	300	..	....	205	46000	.....	.....	..	...	480		9
10	Grand Greve and St. Peters Island	1	22	375	5	27	600	70	130	2600	1300	10	100	..	....	130	18000	16000	68	....	...	350		10
11	Rockdale	..	....	.....	....	40	1000	130	400	8000	4000	26	275	....	....	500	14000	30000	900	19432	...	700		11
12	L'Ardoise, Lower and West	4	90	2500	24	277	11400	660	3000	60000	30000	45	440	1800	....	1600	9000	22000	5700	....	....	5000		12
13	Point Michaud and Grand River	1	22	650	6	51	975	100	275	5400	2750	31	300	800	500	74	2200	1000	320	32472	....	300		13
14	L'Archevêque and St. Esprit	..	....	.....	....	21	495	53	115	2200	1150	16	70	....	90	30	1700	1100	117	4032	....	175		14
15	Caplin Cove and Framboise	..	....	.....	....	30	675	74	60	1200	600	23	110	..	...	21	2200	.....	90	.....	..	175		15
16	Fourchu	..	....	.....	....	40	3000	120	180	3600	1800	18	120	....	100	16	2000	400	40	.....	...	500		16
	Totals	52	1136	24525	280	1073	24072	1963	9375	178200	74308	724	4160	4410	690	7492	115150	105100	10666	119678	587	16577		
	Values $	..	...	.....	....	....	.....	...	....	.....	.. .	....	....	661	104	37460	1151	12612	150990	35903	2935	82885		

* In the Arichat district, add 300,000 lbs. salted and fresh cod, $9,000.

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Richmond**, Province of **Nova Scotia**, for the Year 1907.

Number.	DISTRICTS.	KINDS OF FISH.																			TOTAL VALUE OF ALL FISH.	Number.
		Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked, (finnan haddies), lb.	Hake, dried, cwt.	Hake, sounds, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Clams, brls.		
	Richmond County.																				$ cts.	
1	Canso to Port Richmond	20	410000	1900	275000	600	180	560	7850	...	900	....	22	33600	.....	172	301	600	205	50	88,663 70	5
2	River Inhabitants and vicinity			60		50	..	25		....	36000	....	8	4000	...	....	....	120	80	....	15,541 00	2
3	River Bourgeois, St. Peters and vicinity			75		....	....	50	4800	....	....	....	....	13000	.. ..	....	26	990	115	....	1,921 40	3
4	West Bay													900	..	....	....	48	20	....	20,257 80	4
5	Arichat and Petit de Grat	20	410000	1900	275000	600	180	560	7850	...	900	....	22	33600	.....	172	301	600	205	50	88,663 70	5
6	Cape Auguet to Port Royal, including Janvrin Island	18	160500	1660	.. ...	100	124	60	2520	....	2850	9	170	40950	.....	58	168	500	220	1133	51,632 30	6
7	Rocky Bay and vicinity	15	2900	134	.....	95	15	42	.....	....	800	3	60	37750	.....	11	23	280	120	30	15,060 55	7
8	Descousse to Martinique	12	800	108	.....	13	....	10	1850	....	15400	1	35	7050	.....	12	24	340	160	95	10,265 50	8
9	Irish and Hay Coves, Lynch River and Barr Head and Red Islands	6	.....	.....	.....	18	7	100	.....	1400	1700	....	39	2000	2300	6	23	345	18	....	5,245 25	9
10	Grand Greve and St. Peters Island	1	3000	50	.....	16	6	93	600	500	600	40	23	5000	5000	13	33	90	10	8	37,669 60	10
11	Rockdale	2	9000	1500	.....	14	8	500	1000	180	700	110	4	2000	2500	40	60	1300	40	9	7,129 50	11
12	L'Ardoise, Lower and West	21	16000	3800	.....	20	11	1100	3500	275	.....	310	16	4700	6000	110	320	3700	140	23	143,397 25	12
13	Point Michaud and Grand River	3	3800	160	.....	30	12	150	2100	1100	.....	36	17	8000	1900	16	46	175	20	27	19,219 10	13
14	L'Archevêque and St. Esprit	2	2800	105	.....	17	8	90	1700	800	.....	30	23	5000	3000	27	50	270	22	25	6,158 60	14
15	Caplin Cove and Framboise	2	1600	70	.....	11	5	67	1700	330	.....	23	20	3600	3000	33	24	220	14	11	3,882 25	15
16	Fourchu	2	7000	100	.....	4	3	140	3000	300	.....	20	14	6000	4000	40	75	400	90	10	5,710 75	16
	Totals	104	617400	9722	275000	997	379	2987	30620	4885	58950	582	451	193550	27700	688	1176	9418	1344	1421		
	Values	$ 1 40	18522	34027	16500	2991	95	8961	3062	488	2948	2328	4510	5806	831	2752	2352	2825	2016	2842	448,598 55	

RETURN showing the Number, Tonnage and Value of Vessels and Boats, and the Quantity and Value of all Fishing in the County of **Cape Breton**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.										Lobster Plant.		Kinds of Fish.						Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Trawls.		Hand lines, No.	Hand lines, Value.	Canneries, No.	Canneries, Value.	Salmon, fresh, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.											
	Cape Breton Co.			$			$				$			$		$		$		$							
1	Gabarous Bay and vicinity	..	....	.....	..	50	3200	110	383	7520	3030	1	120	10	15	60	180	110	3	6000	2000	....	800	.....	....	520	1
2	Louisburg	1	10	400	4	48	1760	89	178	4450	1780	..	....	....	60	265	510	260	1	2000	.....	...	160	....	12000	170	2
3	Big Lorraine and vicinity	..	....	.. ..	..	27	1620	42	220	5500	2210	..	....	....	42	195	345	165	1	1200	1600	1900	180	....	9000	195	3
4	Little Lorraine to Mira River, including Main-à-Dieu	6	83	2140	24	69	1095	172	537	13800	4000	..	...	...	45	450	365	183	2	4500	9810	....	958	..	330	67	4
5	Scatarie Island	1	10	280	3	10	140	35	25	600	250	..	....	...	9	90	80	40	..	. .	1020	....	96	100	1900	8	5
6	Mira Bay	..	....	....	..	30	360	30	30	720	240	..	....	....	14	84	24	13	1	1000	3600	....	156	.....	400	.....	6
7	Morien Bay and Schooner Pd.	2	55	1200	12	35	420	40	50	800	400	..	. .	....	25	100	40	160	2	2000	1260	....	300	. ..	1700	.....	7
8	Glace Bay and vicinity	..	....	.....	..	31	2800	105	200	6000	2000	..	....	...	150	1800	150	120	..	.....	... ..	....	2500	5000	3000	80	8
9	Lingan to Sydney Harbour	2	69	13000	22	54	1490	142	470	14100	4430	1	75	120	550	5000	295	240	2	4000	.....	....	5800	41000	9000	250	9
10	North Sydney and vicinity	6	90	2000	14	30	520	50	190	3800	1035	..	....	....	60	310	86	56	..	.....	.....	....	1320	.....	.....	.....	10
11	Little Bras d'Or, Little and Big Ponds, etc	2	37	650	12	28	865	50	103	3400	470	..	....	....	40	190	107	53	..	.....	2000	....	80	3500	1200	13	11
12	East Bay, both sides, and vicinity	..	....	.....	..	86	1190	128	162	3180	1050	..	....	....	84	360	132	50	..	.....	.....	....	980	.....	.....	.....	12
	Totals	20	354	19670	91	498	15460	993	2548	63870	20895	2	195	130	1094	8904	2314	1450	12	20700	21290	1900	13330	49600	38530	1303	
	Values	..	...	....	..	....	.. ...	....	....	.....	.....	..	..	....	....	....	....	....	..	.....	3193	380	66650	496	4624	19545	

RETURN showing the kinds and quantities of Fish and Fish Products in the County of **Cape Breton**, Province of **Nova Scotia**, for the year 1907.

Number.	DISTRICTS.	KINDS OF FISH.																						TOTAL VALUE OF ALL FISH.	Number.
		Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Oysters, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, gall.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.		
	Cape Breton Co.																							$ cts.	
1	Gabarous Bay and vicinity	48816	1800	1800	....	130	50	150	2000	200	35	9000	145	12	..	....	....	10	....	300	90	100	..	47,834 80	1
2	Louisburg	23088	360	1080	8500	1110	..	18	.. ...	....	....	.....	...	....	....	...	.....	....	....	960	200	....	..	23,698 40	2
3	Big Lorraine and vicinity	7680	36	850	4000	560	....	26	.....	....	....	.....	...	....	....	...	.....	....	....	800	100	....	..	14,807 00	3
4	Little Lorraine to Mira River, including Main-à-Dieu	40000	140	2825	.....	1325	....	1210	4420	240	6	300	40	..	..	....	....	12	....	980	50	...	5	43,522 85	4
5	Scatarie Island	.....	.....	800	.....	96	15	90	6000	...	2	...	8	....	.....	.....	.....	....	....	400	18	....	..	6,432 00	5
6	Mira Bay	1392	.....	120	.....	...	....	....	1500	....	....	....	....	9	....	....	....	....	....	....	160	....	..	2,865 60	6
7	Morien Bay and Schooner Pond	59040	.....	400	....	....	....	....	3000	....	....	.....	....	....	....	....	....	....	....	....	300	....	..	22,355 00	7
8	Glace Bay and vicinity	..	60	3000	8500	180	....	80	15000	....	....	. .	....	....	....	....	....	15	....	....	1200	....	..	33,895 00	8
9	Lingan to Sydney Harbour	32640	93	7400	9800	600	....	220	34000	....	...	.....	...	....	....	....	.. .	78	....	....	2550	....	..	55,900 00	9
10	North Sydney and vicinity	.....	20	9800	....	.....	....	...	...	....	....	.....	....	20	....	....	....	....	..	...	....	....	..	7,978 40	10
11	Little Bras d'Or, Little and Big Ponds, etc	.....	..	530	530	65	....	830	7000	. ..	....	1300	....	20	....	....	....	10	....	520	240	....	..	15,948 00	11
12	East Bay, both sides, and vicinity	. ....	122	1254	..	.....	....	....	.....	4900	...	7300	65	185	45	8100	5100	....	90	190	200	....	..	92,088 00	12
	Totals	212656	2631	29859	31330	4066	65	2624	72920	5340	43	17900	258	246	45	8100	5100	125	90	4150	5108	100	5		
	Values $	63797	13155	149205	940	14231	195	7872	7292	534	430	895	1032	2460	270	243	153	500	180	1245	7662	50	6	367,325 05	

RETURN showing the Number, Tonnage and Value of Vessels, Boats and Nets, &c., in the County of **Victoria**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.										Lobster Plant.		Kinds of Fish.			
		Vessels.				Boats.			Gill-nets.			Trap-nets.		Trawls.		Hand-lines.								
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Canneries, No.	Canneries, Value.	Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Number.
	Victoria County.			$			$				$		$		$		$		$				
1	Little Narrows (both sides)					34	415	48	72	1570	425			27	55	63	30				147	8000	1
2	Baddeck Districts, including Great Bras d'Or					36	674	30	75	1900	770			10	50	72	36			1890	130	30400	2
3	Briton Cove to Barachois					48	960	84	130	3900	1200			35	350	107	53	2	750	800	76		3
4	Wreck Cove to Smoky Head					42	840	79	105	3410	1285	2	1800	30	260	89	45	2	700	1530	53		4
5	North and South Bays and vicinity	9	123	3660	36	190	3390	353	534	11775	3700	5	2500	216	1510	643	643			5000	180	4500	5
6	Neil's Harbour and New Haven					78	3040	98	90	1800	900	2	2000	29	565	307	307	3	700	300	25		6
7	Dingwall and Sparling Brook					18	440	36	40	1300	600					72	108	2	1000		155		7
8	Sugarloaf and vicinity					26	320	52	45	1190	448			6	36	104	156				145		8
9	Bay St. Lawrence					20	250	40	30	1050	510	3	3000	6	36	80	120	1	1000		200		9
10	White Point					29	435	58	65	2400	1100	2	2000	12	75	116	175	1	500		400		10
	Totals	9	123	3660	36	521	10764	878	1186	30295	10938	14	11300	371	2937	1653	1673	11	4656	9520	1511	42900	
	Values $																			1428	7555	429	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Victoria**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Kinds of Fish.																				Total Value of all Fish.	Number.
		Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Eels, brls.	Oysters, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.		
	Victoria County.																					$ cts.	
1	Little Narrows (both sides)					400						1350	2000	122	91	5500	4200			123	33	5,211 40	1
2	Baddeck Districts including Great Bras d'Or	1075			27	168	9400	13	2	67	450	600	1225	14	9	200			2	80	22	3,303 25	2
3	Britain Cove to Barachois		13	24912		110		90		40	200								2	120	23	9,258 10	3
4	Wreck Cove to Smoky Head		43	12624		205		297		264								2	23	260	37	7,970 70	4
5	North and South Bays and vicinity	11000	153			2770		5020	170	496								185		2520		40,224 00	5
6	Neil's Harbour and New Haven		43	29672		2220		740		280	800							54		1680	460	25,736 60	6
7	Dingwall and Sparling Brook		40	17040		40		10			6000											7,322 00	7
8	Sugarloaf and vicinity		12			210		60		15	800							5		150		2,355 00	8
9	Bay St. Lawrence		6	15984		200		300		56	4000							15		500		8,713 20	9
10	White Point		34	6432		700		410		112	2000			10				125		800		10,750 60	10
	Totals	12075	344	106664	27	7023	9400	6940	172	1330	14250	1950	3225	146	103	5700	4200	386	32	6233	575		
	Values	1449	5160	31999	135	35115	282	24250	516	3990	1425	195	161	1460	618	171	126	1544	64	1870	862	120,844 85	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of **Inverness**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.							Lobster Plant.		Kinds of Fish.								Number.
		Vessels.				Boats.			Gill Nets.			Trawls.		Hand lines.		Canneries.										
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Salmon, preserved in cans, lb.	Herring, salted, brls.	Herring, fresh, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.		
	Inverness Co.			$			$				$		$		$		$									
1	Meat Cove, Pollet's Cove and Pleasant Bay	..	....	....	....	47	470	94	61	2925	1530	....	....	100	95	3	2000	15000	400	222	6200	.....	150	27888	1
2	Cap Rouge, Eastern Hr. and Cheticamp	23	294	5450	85	35	1630	90	184	4600	1850	17	175	358	443	5	2050	25500	480	700	1050	.....	258	53472	2
3	Margaree Harbour, Island and River, also Lake Ainslie	..	....	....	....	48	1200	63	42	1750	1100	16	150	100	115	1	150	12900	.....	210	.....	.....	175	10752	3
4	Belle Côte	..	....	....	....	23	1800	56	31	1950	800	19	270	300	200	1	80	980	.....	300	.....	.....	50	1388	4
5	Doucet's, Delaney's and Whale Coves	..	....	....	....	32	970	43	39	3170	2350	12	225	164	120	1	200	35250	.. .	180	.....	.. . .	43	7876	5
6	Chimney Corner, St. Rose and vicinity	..	....	....	....	20	800	35	33	1630	1400	9	170	124	95	1	500	20560	.....	230	.....	.... .	105	. . . .	6
7	Mabou Hr., Port Ban and vicinity	..	....	....	....	31	620	51	68	1500	410	28	110	97	70	1	1500	860	900	266	5000	.....	.....	46368	7
8	Little and S. W. Mabou and Seaside	..	....	....	....	25	410	40	50	1500	500	55	220	70	70	1	1000	.....	.....	300	2000	.... .	10	7008	8
9	Port Hood	..	....	....	....	60	1500	80	300	9000	3000	300	1200	200	200	1	2000	.....	.....	500	2500	1000	40	49700	9
10	Judique and Little Judique	1	15	300	6	49	540	71	80	2400	800	70	270	100	100	2	2000	.. ..	.....	400	3000	. .. ..	6	40896	10
11	Long Pt. to Low Point	..	....	....	....	68	800	99	90	2700	850	75	300	100	100	1	300	2600	....	350	3000	.....	16	9408	11
12	Pts. Hastings and Hawkesbury	2	32	800	12	30	550	60	60	1800	600	30	120	30	30	..	.....	3000	5000	210	10500	4000	2000	.. ...	12
13	West Bay, Malagawatch and River Denys	..	....	....	....	120	1440	137	400	8000	800	52	155	300	80	..	...	.....	.....	235	400000	..... .	.....	.....	13
	Totals	26	341	6550	103	588	12730	910	1438	42925	15990	683	3365	2043	1718	18	11780	116650	6780	4103	433250	5000	2853	254756	
	Values $	..	....	....	....	....	.....	....	....	.....	.....	....	....	....	....	..	.....	17497	1017	20515	4333	600	42795	76427	

RETURN showing the kinds and quantities of Fish and Fish Products in the County of **Inverness**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Kinds of Fish.																					Total Value of all Fish.	Number.
		Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock smok'd finn. haddies, lb.	Hake, dried, cwt	Hake, sounds, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Alewives or gaspereau, brls.	Eels, brls.	Oysters, brls.	Tom Cod or Frost fish, lb.	Squid, lb.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Clams, brls.		
	Inverness Co.																						$ cts.	
1	Meat Cove, Pollet's Cove and Pleasant Bay.	...	213	....	. ...	70	....	.....	....	....	....	....	.....	....	....	....	.....	....	55	50	65	....	...	15,630 90	1
2	Cap Rouge, Eastern Hr. and Cheticamp.....	....	17400	3	.....	870	....	100	....	28	550	600	1500	....	225	. .	. ...	123	115	9200	260	155	30	124,227 60	2
3	Margaree Harbour, Island and River, also Lake Ainslie.....	390	800	5	.....	400	....	350	....	....	600	800	1300	820	30	....	.....	100	150	400	800	90	140	23,415 60	3
4	Belle Côte.....	95	1500	8	.....	300	....	150	....	....	500	....	.....	....	....	....	.....	150	300	500	900	75	....	15,155 90	4
5	Doucet's, Delaney's and Whale Coves.....	550	1400	....	. ..	300	...	320	100	...	900	....	.....	....	....	....	.....	200	300	250	720	270	....	23,760 30	5
6	Chimney Corner, St. Rose and vicinity.....	....	1300	...	.....	550	....	380	....	....	600	....	700	5	....	....	.....	182	315	300	540	560	....	18,027 00	6
7	Mabou Hr., Pt. Ban and vicinity.....	....	170	.. .	2900	5	....	40		...	...	....	.....	..	....	....	.....	....	...	65	....	....	....	16,648 40	7
8	Little and S. W. Mabou and Seaside	....	124	....	500	70	....	60	....	....	....	....	.....	...	....	....	.. ...	....	....	.....	45	....	....	4,899 90	8
9	Port Hood	....	800	8	6000	400	500	1000	300	....	....	200	1500	....	2	....	.....	15	....	200	500	....	....	27,905 00	9
10	Judique and Little Judique.....	....	75	....	1600	45	....	45	....	....	....	1300	1100	. ..	17	....	.....	....	....	... .	110	. ..	....	15,624 30	10
11	Long Pt. to Low Point..	....	125	....	1200	65	....	45	....	....	....	1200	200	....	....	....	.....	5	....	.... .	90	....	....	6,540 90	11
12	Pts. Hastings and Hawkesbury.....	500	30	....	.....	5	....	.....	....	....	....	....	15000	....	35	....	...	300	....	.....	80	....	....	37,922 50	12
13	West Bay, Malagawatch and River Denys.	....	940	....	... ..	.....	....	.....	....	....	....	....	.....	....	52	550	2800	..	....	250	630	...	....	14,799 00	13
	Totals.....	1535	24877	24	12200	3080	500	2490	400	28	3150	4100	21300	825	361	550	2800	1075	1235	11215	4740	1150	170	... .	
	Values..... .....$	7675	124385	240	366	10780	30	7470	100	84	315	410	1065	3300	3610	3300	84	4300	2470	3364	7110	575	340	344,557 30	

RECAPITULATION

Of the Yield and Value of the Fisheries in the **Island of Cape Breton**, for the Year 1907-08.

Kinds of Fish.	Quantity.	Rate.	Value.	Total.
		$ cts.	$ cts.	$ cts.
Salmon, fresh ..... Lb.	151,870	0 15	22,780 50	
" preserved in cans ..... "	7,470	0 15	1,120 50	
" smoked ..... "	1,900	0 20	380 00	
				24,281 00
Herring, salted ..... Brls.	26,436	5 00	132,180 00	
" fresh ..... Lb.	640,900	0 01	6,409 00	
				138,589 00
Mackerel, fresh ..... Lb.	160,705	0 12	19,284 60	
" salted ..... Brls.	14,566	15 00	218,490 00	
				237,774 60
Lobsters, preserved in cans ..... Lb.	693,754	0 30	208,126 20	
" fresh or alive ..... Cwt.	4,780	5 00	23,900 00	
				232,026 20
Cod, dried ..... Cwt.	78,336	5 00	391,680 00	
" fresh or salted ..... Lb.	309,400	0 03	9,282 00	
" tongues and sounds ..... Brls.	128	10 00	1,280 00	
				402,242 00
Haddock, fresh ..... Lb.	660,930	0 03	19,827 90	
" dried ..... Cwt.	23,808	3 50	83,328 00	
" finnan haddies ..... Lb.	275,500	0 06	16,530 00	
				119,685 90
Hake, dried ..... Cwt.	3,724	3 00	11,172 00	
" sounds ..... Lb.	779	0 25	194 75	
				11,366 75
Pollock, dried ..... Cwt.	6,969	3 00	.....	20,907 00
Halibut ..... Lb.	120,940	0 10	.....	12,094 00
Trout ..... "	16,275	0 10	.....	1,627 50
Shad, salted ..... Brls.	43	10 00	.....	430 00
Smelts ..... Lb.	101,375	0 05	.....	5,068 75
Alewives or gaspereau ..... Brls.	1,665	4 00	.....	6,660 00
Eels ..... "	1,204	10 00	.....	12,040 00
Oysters ..... "	698	6 00	.....	4,188 00
Clams ..... "	1,591	2 00	.....	3,182 00
Flounders ..... Lb.	207,350	0 03	.....	6,220 50
Tom-cod or frost fish ..... "	39,800	0 03	.....	1,194 00
Squid ..... Brls.	2,274	4 00	.....	9,096 00
Coarse and mixed fish ..... "	2,533	2 00	.....	5,066 00
Fish oil ..... Galls.	31,016	0 30	.....	9,304 80
Fish as bait ..... Brls.	11,767	1 50	.....	17,650 50
Fish as manure ..... "	1,250	0 50	.....	625 00
Seal skins ..... No.	5	1 25	.....	6 25
Total for 1907				1,281,325 75
" 1906				1,271,494 38
Increase				9,831 37

RECAPITULATION.

STATEMENT showing the Number and Value of Fishing Crafts, Nets, &c., in the **Island of Cape Breton**, for the Year 1907-8.

Articles.	Value.	Total.
	$ cts.	$ cts.
107 fishing vessels (1,954 tons, 510 men)	54,405	
2,680 fishing boats (4,744 men)	63,026	
		117,431
14,547 gill-nets (315,290 fathoms)	122,131	
3 seines (315 fathoms)	330	
18 trap-nets	14,360	
2,872 trawls	19,366	
62 smelt-nets	481	
11,277 hand-lines	8,530	
		165,138
50 lobster canneries (791 hands employed)	47,080	
126,251 lobster traps	99,900	
		146,980
173 freezers and ice-houses	33,015	
2,436 smoke and fish-houses	59,185	
344 fishing piers or wharfs	77,848	
59 tugs and smacks (fishing)	20,625	
		190,673
Total		620,222

NOVA SCOTIA, DISTRICT No. 2.

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the Quantity and Value of all Fishing Materials and other Fixtures used in the Fishing Industry in the County of **Cumberland**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.										Lobster Plant.		Kinds of Fish.				
		Vessels.				Boats.			Gill-nets.			Seines.			Trawls.				Canneries.						
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Number.
	Cumberland County.			$			$				$			$		$				$					
1	Pugwash, Gulf Shore and Malagash	2	37	500	8	61	1849	65	144	2090	655	1	60	30	8	40	23	23850	.....	40	...	32000	1
2	Port Philip, Northport and Amherst Shore	...	...	...	...	60	2500	90	250	5000	1250	...	...	...	...	.....	8	1275	.....	90	3700	190000	2
3	Wallace	...	...	...	...	20	335	20	...	...	...	...	...	...	..	.....	...	...	...	...	...	...	3
4	River Philip	...	...	...	...	10	100	10	15	180	120	2	40	40	....	.....	....	.....	1000	....	....	.....	4
5	La Planche	...	...	...	...	10	200	12	10	200	50	...	...	...	....	.....	....	.....	1500	....	....	.....	5
6	Nappan and Maccan	...	...	...	...	2	24	4	3	60	20	....	...	...	..	...	....	.....	...	...	...	...	6
7	Minudie to Apple River	...	...	...	...	17	245	27	105	3820	428	.....	..	....	6	47	....	..	4400	75	700	....	7
8	Advocate	...	...	...	...	20	400	30	40	1400	180	.....	...	..	12	120	....	....	200	325	1500	400	8
9	Spencer's Island	...	...	...	...	5	100	7	14	490	63	.....	...	....	4	32	....	..	300	30	500	....	9
10	Port Greville	1	10	250	4	10	161	18	28	940	112	...	...	....	10	76	....	....	500	207	600	500	10
11	Parrsboro' and Two Islands	...	...	...	...	11	170	18	26	1010	102	....	...	....	7	55	...	...	...	135	2000	..	11
	Totals	3	47	750	12	226	6084	301	635	16090	2980	3	100	70	47	370	31	25125	7900	902	4230	222900	
	Values	$	...	...	...	...	...	...	...	...	...	...	...	...	...	..	....	.....	1185	4059	423	4458	

RETURN showing the Kinds and Quantities of Fish and Fish Products, in the County of **Cumberland**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Kinds of Fish.																							Total Value of all Fish.	Number.
		Mackerel, fresh, lb.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereaux, brls.	Bass, lb.	Eels, brls.	Oysters, brls.	Clams, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Coarse and mixed fish, brls.	Fish as fruit, brls.	Fish as manure, brls.			
	Cumberland County.																								$ cts.	
1	Pugwash, Gulf Shore and Malagash	550	413520	..	7	..	7	56	..	..	..	..	25300	..	..	..	238	..	..	..	..	1590	420		131,185 50	1
2	Port Philip, Northport and Amherst Shore	400	49776	60	..	..	..	..	..	..	..	..	2000	..	200	..	..	15	..	3000	..	4000	700		26,625 80	2
3	Wallace	..	..	..	..	..	..	..	..	..	..	..	8400	156	..	..	31	..	..	..	18	..	..		1,518 60	3
4	River Philip	..	..	..	..	..	..	..	..	..	200	..	16375	100	..	8	10	..	..	..	..	..	..		2,068 60	4
5	La Planche	..	..	..	..	..	..	..	..	..	..	20	..	75	..	..	..	..	..	..	..	..	..		725 00	5
6	Nappan and Maccan	..	..	..	..	..	..	..	..	..	..	..	1200	20	..	..	..	..	..	..	..	12	..		194 60	6
7	Minudie to Apple River	..	..	80	32	450	12	8	..	..	500	275	800	80	..	..	..	..	..	..	..	..	..		4,984 00	7
8	Advocate	400	..	704	60	300	40	20	120	1200	160	..	..	..	..	..	..	25	800	..	..	125	75		8,415 50	8
9	Spencer's Island	100	..	..	30	100	15	10	30	2000	..	..	..	..	..	..	..	..	..	..	..	..	..		719 30	9
10	Port Greville	300	..	220	46	350	17	12	9	520	260	..	..	..	..	..	..	..	..	..	..	70	40		3,155 50	10
11	Parrsboro' and Two Islands	200	..	..	40	500	26	..	33	1150	240	..	..	..	..	..	..	..	..	..	..	..	..		1,195 50	11
	Totals	1950	463296	1154	215	1760	117	106	192	4870	1360	295	54075	431	200	8	279	40	800	3000	18	5797	1235			
	Values	234	138988	807	1075	52	40	265	576	487	133	2950	4874	1724	20	80	1674	80	24	90	36	8695	617		189,789 10	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of **Colchester**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Fishing Boats.			Fishing Gear or Materials.							Lobster Plant.				Kinds of Fish.				Number.
		Boats.			Gill Nets.			Weirs.		Hand Lines.		Canneries.		Traps.						
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, fresh, lb.	Herring, smoked, lb.	Lobsters, preserved in cans, lb.	
	Colchester County.		$				$		$		$		$		$					
1	Sterling	19	570	19								2	1400	4300	3370				38976	1
2	Stewiacke	135	1325	245	265	8100	2045									17500				2
3	Five Islands	5	150	10				1	200	10	10					1000				3
4	Economy	3	105	6	3	950	110	2	500							750	1000	1000		4
5	Little Bass River to Highland Village	9	500	18	9	2700	700	1	400							7090				5
6	Great Village to Queens Village	11	375	22	11	3750	440									9320				6
	Totals	182	3025	320	288	15500	3295	4	1100	10	10	2	1400	4300	3370	35660	1000	1000	38976	
	Values															5349	10	20	11692	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Colchester**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Kinds of Fish.																	Total Value of all Fish.		Number.
		Cod, dried, cwt.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereau, brls.	Bass, lb.	Oysters, brls.	Clams, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	$	cts.	
	Colchester County.																			
1	Sterling								15	13600			250				380	14,470	80	1
2	Stewiacke							900			105	3000						3,585	00	2
3	Five Islands	175	2000	15	8	4	2500	1200	1					100	140	15		1,814	00	3
4	Economy	8		2				1100	2						9	4		328	20	4
5	Little Bass River to Highland Village	4						600	31					100				2,253	50	5
6	Great Village to Queens Village								15									1,548	00	6
	Totals	187	2000	17	8	4	2500	3800	64	13600	105	3000	250	500	149	19	380			
	Values	935	60	59	20	12	250	380	640	1088	420	300	1500	1000	44	28	190	23,999	50	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of **Pictou**, Province of **Nova Scotia**, for the year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.							Lobster Plant.		Kinds of Fish.			
		Vessels.				Boats.			Gill Nets.			Trawls.		Smelt Nets		Canneries.					
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Number.
	Pictou County.			$			$				$		$		$		$				
1	West Pictou	...	...	....	....	159	3975	174	120	3600	840	....	.....	17	510	14	13100	860	120	13500	1
2	Pictou Island	...	....	....	....	56	2900	100	60	550	450	....	.. ..	...	...	3	14850	.. ..	.....	.....	2
3	Central Division	1	16	900	3	5	120	7	14	320	100	2	20	9	270	....	.....	...	130	32800	3
4	Southern Division	...	...	....	....	25	370	27	43	2540	1065	12	50	3	120	1	300	22300	.....	25000	4
5	Merigomish Island	....	....	....	....	6	125	6	10	870	750	....	.....	9	400	1	600	7080	.....	3500	5
6	North Beach	....	....	....	....	10	150	10	20	760	390	2	15	10	600	2	1200	8000	....	3560	6
7	Ponds	....	....	..	....	13	175	13	25	1700	650	4	25	12	700	1	1000	7110	.....	4700	7
8	Lismore	....	....	....	....	10	150	10	18	1600	685	4	20	...	.....	1	300	3800	.....	2500	8
	Totals	1	16	900	3	284	7965	347	310	11940	4930	24	130	60	2600	23	31050	49150	250	85500	
	Values $	....	....	....	....	....	....	.....	....	....	.....	.	.....	...	....	....	.....	7372	1125	855	

RETURN showing the kinds and quantities of Fish and Fish Products in the County of **Pictou**, Province of **Nova Scotia**, for the Year 1907.

Number.	DISTRICTS.	KINDS OF FISH.																TOTAL VALUE OF ALL FISH.	Number.
		Mackerel, fresh, lb.	Lobsters, preserved in cans, lb.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Hake, dried, cwt.	Trout, lb.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Oysters, brls.	Clams, brls.	Tom cod or frost fish, lb.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	
	Pictou County.																		
1	West Pictou	1800	265632	120	....	..	20	200	21650	..	8	40	25	3000	25	70	450	2600	86,617 60	1
2	Pictou Island	...	120720	50	....	....	....	....	....	....	....	....	....	....	....	....	750	1200	38,191 00	2
3	Central Division	300	.....	28	..	..	30	1000	12072	150	39	25	..	....	....	....	140	.....	3,579 76	3
4	Southern Division	500	11712	7	1	1600	7	400	1200	25	9	....	....	..	....	....	32	100	7,685 10	4
5	Merigomish Island	300	.....	3	....	400	3	.....	14000	..	10	....	....	....	....	....	20	.....	2,417 50	5
6	North Beach	400	.....	5	....	500	4	.....	12300	....	14	....	....	....	....	....	30	.....	2,502 00	6
7	Ponds	420	34848	4	....	600	10	...	10300	....	10	....	....	....	....	....	40	550	12,840 30	7
8	Lismore	400	.....	5	....	300	6	100	.....	....	....	....	....	....	....	....	25	.....	739 50	8
	Totals	4120	432912	222	1	2800	80	1700	71522	175	90	65	25	3000	25	70	1487	4250	....	
	Values	494	129873	1110	10	84	200	170	5721	700	900	390	50	90	50	21	2230	2125	153,572 76	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, &c., in the County of **Antigonish**, Province of **Nova Scotia**, for the year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.										Lobster Plant.		Kinds of Fish.					
		Vessels.				Boats.			Gill-Nets.			Trap Nets.		Trawls.		Smelt Nets.			Canneries.							
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.		Number.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	
	Antigonish County.			$			$				$		$		$		$			$						
1	Harbour Bouché, Linwood and Cape Jack	2	28	350	6	69	1009	73	318	6360	1388	2	400	65	239	16	75		1	1000	5000	252	14800	4850	91	1
2	Tracadie, Bayfield, Monk's Head and South Side Antigonish Harbour					69	1093	72	84	1700	441	26	5100	26	137	29	184		1	1000	42100	52	15200	1250	4	2
3	North Side Antigonish Harbour, Lakevale and South Side Cape George					47	700	7	115	2300	640	9	1500	37	185	3	60		2	2200	12000	95	7500	1000	10	3
4	North Side Cape George and Georgeville					27	300	47	74	1480	350	3	500	30	160				1	700	6000	50	4500	2500	20	4
5	Malignant Cove, Doctor Brook, Arisaig, Moydart and Knoydart					26	345	33	70	1400	350	4	650	33	150	2	100		1	1400	8000	90	7000	3800	4	5
	Totals	2	28	350	6	238	3447	295	661	13240	3169	44	8150	191	871	50	419		6	6300	73100	539	49000	13400	129	
	Values $																				10965	2425	490	1608	1935	

RETURN showing the kinds and quantities of Fish and Fish Products in the County of **Antigonish**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Kinds of Fish.																		Total Value of all Fish.	Number.
		Lobsters, preserved in cans, lb.	Cod, dried, cwt.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lb.	Trout, lb.	Smelts, lb.	Alewives or Gaspereau, brls.	Bass, lb.	Eels, brls.	Oysters, brls.	Flounders, lb.	Squid, brls.	Coarse or Mixed Fish, brls.	Fish Oil, galls.	Fish as Bait, brls.	Fish as Manure, brls.		
	Antigonish County.																			$ cts.	
1	Harbour Bouché, Linwood, Cape Jack	13200	282	200	2	20	76	....	3500	.....	.....	7	.....	4500	15	49	200	571	506	20,248 00	1
2	Tracadie, Baytield, Monk's Head & South Side Antigonish Harbour	21600	96	600	4	24	100	....	8500	2	...	30	40	3100	1	12	90	280	222	15,907 00	2
3	North Side Antigonish Harbour, Lakevale and South Side Cape George	61392	300	1000	75	175	340	100	2000	2	....	25	.....	500	3	25	150	300	600	24,635 10	3
4	North Side Cape George and Georgeville	16368	115	7500	30	297	200	.....	.....	2	.....	.....	.....	1300	3	12	80	120	164	8,746 90	4
5	Malignant Cove, Doctor Brook, Arisaig, Knoydart and Moydart	29328	85	2000	41	460	860	150	.....	2	1200	....	...	300	.....	120	230	130	290	13,783 90	5
	Totals	171888	878	11300	152	976	1576	550	14000	8	1200	62	40	9700	25	218	750	1401	1782	.....	
	Values	51566	4390	339	532	2440	394	55	1120	32	120	620	240	291	100	436	225	2106	891	83,320 90	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of **Guysborough**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.																				Lobster Plant.				
		Vessels.				Boats.			Gill Nets.			Seines.			Trap Nets.		Trawls.		Weirs		Smelt Nets.		Hand Lines.		Canneries.		Traps.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	
	Guysborough County.			$			$				$			$		$		$		$		$		$		$		$	
1	Ecum Secum	..	..	..	..	50	1000	55	65	1400	400	2	260	725	..	..	24	150	..	..	..	..	100	50	1	300	900	540	1
2	Marie Joseph	..	..	..	..	52	1000	45	60	1250	350	..	..	..	..	..	15	120	..	..	..	..	100	50	1	700	2500	1500	2
3	Liscomb	..	..	..	..	100	2200	86	100	2000	600	2	250	150	..	..	36	180	..	..	8	80	140	70	1	1100	4000	2400	3
4	Gegogin	..	..	..	..	32	600	27	40	800	300	..	..	..	..	..	12	75	..	..	..	..	40	20	1	200	2000	1200	4
5	St. Mary's Bay and River	..	..	..	..	35	375	30	70	2000	850	..	..	..	..	..	5	45	..	..	2	80	25	13	1	800	900	540	5
6	Wine Harbour	..	..	..	..	30	350	28	60	1400	450	2	200	100	..	..	10	75	..	..	..	..	36	18	..	..	1200	720	6
7	Port Hillford and Lake	..	..	..	..	35	700	30	90	1900	600	..	..	..	..	..	15	100	..	..	8	80	75	38	..	..	1400	840	7
8	Holland's Harbour and Indian River	..	..	..	..	15	450	12	35	700	300	..	..	..	..	..	4	60	..	..	..	..	18	9	..	..	1000	600	8
9	Port Beckerton	1	29	1500	8	75	1800	43	160	3200	1000	..	..	..	..	..	45	350	..	..	..	..	90	45	1	1100	2700	1620	9
10	Fisherman's Harbour	..	..	..	..	36	800	32	80	1600	500	..	..	..	..	..	12	100	..	..	..	..	60	30	1	400	1600	960	10
11	Country Harbour	..	..	..	..	18	200	14	50	1000	300	..	..	..	..	..	5	25	..	..	..	..	15	8	..	..	500	300	11
12	Isaac's Harbour	..	..	..	..	35	600	35	100	2000	600	..	..	..	..	..	10	250	..	..	1	10	75	38	..	..	..	..	12
13	Drum Head	..	..	..	..	45	1600	45	200	4000	1500	2	180	175	1	500	30	500	..	..	..	..	150	75	..	..	..	..	13
14	Seal Harbour	..	..	..	..	32	1000	36	120	2400	720	1	75	50	..	..	14	170	..	..	..	..	100	50	..	..	..	..	14
15	Coddles Harbour	..	..	..	..	30	700	30	80	1600	500	1	100	50	..	..	10	120	..	..	..	..	60	30	..	..	..	..	15
16	New Harbour	..	..	..	..	90	3000	95	450	9000	2700	2	150	100	..	..	28	200	..	..	6	100	350	175	..	..	..	..	16
17	Tor Bay	1	10	475	3	20	1100	28	220	4400	2200	..	..	..	..	..	16	160	1	25	..	..	120	120	1	400	3600	3600	17
18	Larry's River	10	180	10000	47	62	4340	66	960	19200	9600	..	..	..	..	..	100	1000	2	50	..	..	339	339	..	..	..	..	18
19	Charlos Cove	3	32	1475	16	48	3180	52	575	11500	5750	..	..	..	..	..	65	650	1	30	..	..	210	210	1	1700	4500	2700	19
20	Cole Harbour	3	34	1700	11	39	2340	34	490	9800	4900	1	100	200	..	..	80	800	4	80	..	..	125	125	..	..	..	..	20
21	Port Felix	4	56	3900	19	115	5780	110	1032	20640	10320	..	..	..	5	2000	195	1950	..	..	..	..	365	365	2	1100	2000	1100	21
22	Whitehead	7	100	7000	35	110	6790	95	1180	23600	11800	..	..	..	3	1350	250	2500	..	..	..	..	360	360	3	3300	14700	13740	22
23	Raspberry and Dover	2	22	1200	7	41	2450	41	140	2800	1400	3	440	1150	3	1600	60	600	..	..	..	..	140	140	4	2100	5000	5000	23
24	Canso and CansoTittle	23	323	22500	96	190	10500	140	2040	40800	20400	5	460	1800	14	7000	760	7600	..	..	..	..	760	760	3	6000	15500	14000	24

RETURN showing the Number, Tonnage and Value of Vessels and Boats, &c., in the County of **Guysborough**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.																Lobster Plant.				
		Vessels.				Boats.			Gill Nets.			Seines.			Trap Nets.		Trawls.		Weirs.		Smelt Nets.		Hand Lines.		Canneries.		Traps.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.
	Guysborough County.			$			$				$			$		$		$		$		$		$		$		$	
25	Fox Island Main					19	680	23	240	4800	2400				2	1000	45	450					46	46					25
26	Half Island Cove	2	35	1800	12	43	2150	48	1000	20000	10000	1	120	400	9	4200	120	1200					120	120					26
27	Phillips Harbour					26	1380	29	576	11520	5760				1	500	60	600					60	60					27
28	Queensport	2	55	2000	12	43	2150	46	659	13180	6590	1	120	600	8	4500	90	900					80	80	2	2300	9000	8500	28
29	Peas Brook					30	1350	35	405	8100	4050				1	800	65	650					70	70					29
30	Half Way Cove					60	2700	70	697	13940	6970	1	90	180	5	3000	115	1150					140	140					30
31	Sandy Cove and Cooks Cove					44	1920	45	532	11070	5520				4	2500	80	800			1	40	90	90					31
32	Guysboro and Manchester					30	1200	30	420	9145	4430	1	100	500	2	1200	25	250			4	160	50	50					32
33	Port Shoreham					32	1420	38	410	8250	4130						40	400					76	76					33
34	St. Francis	1	26	2000	7	45	2025	50	650	13000	6500						65	650					64	64					34
35	Oyster Ponds					44	1980	48	540	10800	5400						36	360					86	86					35
36	Sand Point					28	1260	30	420	8400	4200						30	300					45	45					36
37	Steep Creek					50	2870	55	1400	18000	14000	2	160	800			43	430					70	70	1	250	2000	2000	37
38	Mulgrave and Aulds Cove	1	34	1900	5	14	560	14	300	6000	3000						12	120			2	75	40	40	2	1100	13600	1950	38
	Totals	60	926	57150	278	1204	76500	1773	16646	355195	60990	27	2805	6380	58	30150	2627	26040	8	185	32	625	1890	4175	25	22850	88600	63810	

RETURN showing the Number, Tonnage and Value of Vessels and Boats, &c., in the County of **Guysborough**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Persons employed in lobster canneries.	Other Fixtures Used in Fisheries.								Salmon.			Herring.			Mackerel.		Lobsters.		Cod.		
			Freezers and Ice-Houses.		Smoke and Fish-Houses.		Piers and Wharfs.		Tugs, Steamers and Smacks.														
			Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Fresh, lb.	Preserved in cans, lb.	Salted or smoked, lb.	Salted, brls.	Fresh, lb.	Smoked, lb.	Fresh, lb.	Salted, brls.	Preserved in cans, lb.	Fresh in shell, cwt.	Dried, cwt.	Tongues and Sounds, brls.	Number.
	Guysborough County.			$		$		$		$													
1	Ecum Secum	8	1	25	16	275	4	200			1300		120	100	1000		100	2	6192	46	300	2	1
2	Marie Joseph	1			20	600	6	250			150			80	800		200	4			375	2	2
3	Liscomb and Spanish Ship Bay	24	1	50	32	950	3	150			600	100	500	1000	1000		200	5	31872	307	450	3	3
4	Gegogin	6			8	120	1	150			2000	100	500	35	500				3024	23	280	1	4
5	St. Mary's Bay and River	1	3	200	10	200	1	50			10000	100	1000	50	600						75		5
6	Wine Harbour				12	300					800		300	100	800		100	1			40		6
7	Port Hillford and Lake		2	200	15	300	1	50			5000		500	260	1000		2000	28			50		7
8	Holland's Harbour and Indian River				6	200	2	75			250			120	600			25			20		8
9	Port Beckerton	22	2	1100	12	300	6	300			200			550	1000		500	90	17616	93	700	1	9
10	Fisherman's Harbour	14			10	250	3	150			200			350	800		500	100	24864	170	200	1	10
11	Country Harbour				6	100					1200			120	1000		400	5		15			11
12	Isaac's Harbour		2	500	12	360	4	200			1000			260	1500		500	30	19296	93	250		12
13	Drum Head		1	1000	15	1500	2	300			300			300	5000		1200	200			700	3	13
14	Seal Harbour				8	250	3	150			150			150	2000		500	20	19152	135	450	1	14
15	Coddles Harbour				6	200	3	175			200			115	600		100	5	16320	72	260	1	15
16	New Harbour		2	1000	28	1000					300			800	800		1000	180	5712	55	800	4	16
17	Tor Bay	12			14	1950	4	3700	1	150				100				80	16800		300		17
18	Larry's River		1	1500	34	5600	23	15900	1	100				914				575			736		18
19	Charlos Cove	24			20	3400	2	2600						338				128	27888	310	466		19
20	Cole Harbour				20	3560	16	9400						203				80			228		20
21	Port Felix	10			40	4900	25	12800						755				425	3724	17	982		21
22	Whitehead	46	2	3000	35	9800	32	16900	1	200				496	100000		23200	363	41228	841	3130		22
23	Raspberry and Dover	26			12	2400	9	5600						23			32000	112	23856	270	546		23
24	Canso and Canso Tittle	71	6	75000	63	17800	30	56900	9	16200	25380	2352	2880	711	768000	9870	500400	648	80976	982	8784	33	24

RETURN showing the Number, Tonnage and Value of Vessels and Boats, &c., in the County of **Guysborough**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Persons employed in lobster canneries.	Other Fixtures Used in Fisheries.								Salmon.			Herring.			Mackerel.		Lobsters.		Cod.		
			Freezers and Ice-Houses.		Smoke and Fish-Houses.		Piers and Wharfs.		Tugs, Steamers and Smacks.														
			Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Fresh, lb.	Preserved in cans, lb.	Salted or smoked, lb.	Salted, brls.	Fresh, lb.	Smoked.	Fresh, lb.	Salted, brls.	Preserved in cans, lb.	Fresh in Shell, cwt.	Dried, cwt.	Tongues and Sounds, brls.	Number.
	Guysborough County.			8		8		8		8													
25	Fox Island Main	....	2	500	8	975	....	....	....	....	....	....	....	110	....	....	1500	22	....	....	134	....	25
26	Half Island Cove	....	2	16700	24	7100	1	1000	1	2000	350	....	....	227	145000	..	100000	182	....	....	1280	....	26
27	Phillip's Harbour	....	....	....	14	3600	1	1500	....	....	....	....	....	120	..	....	5000	99	....	....	312	....	27
28	Queensport	21	1	15000	20	4800	3	4500	2	800	400	48	....	600	1500000	....	44000	700	254000	....	1350	....	28
29	Peas Brook	....	....	....	14	2300	....	....	....	....	....	....	....	170	....	....	2000	44	....	....	204	....	29
30	Half Way Cove	....	....	....	24	5000	....	....	....	....	....	....	....	313	....	....	9500	109	....	....	334	....	30
31	Sandy Cove and Cook's Cove	....	1	400	20	3800	....	....	1	40	3330	....	....	218	....	....	4500	103	....	....	82	....	31
32	Guysboro and Manchester	..	1	1200	18	6800	5	9700	1	150	6640	....	....	71	....	....	2000	39	....	....	75	....	32
33	Port Shoreham	....	....	....	15	2000	....	....	....	....	300	....	....	205	....	....	....	79	....	....	120	....	33
34	St. Francis	....	....	....	34	2500	....	....	....	....	....	....	....	282	....	....	....	219	....	....	103	....	34
35	Oyster Ponds	....	....	....	21	3300	2	1000	....	....	....	....	....	394	....	....	....	139	....	....	72	....	35
36	Sand Point	....	....	....	14	2800	2	1000	....	....	....	....	....	185	....	....	....	90	....	....	37	....	36
37	Steep Creek	8	....	....	30	5100	6	6000	....	....	....	....	....	350	....	....	2150	441	2724	....	42	....	37
38	Mulgrave and Aulds Cove	46	3	10000	10	3925	3	7400	2	8000	....	....	....	50	....	....	11350	140	35204	....	18	....	38
	Totals	393	36	127375	710	110265	203	158100	19	27640	60050	2700	5800	11231	1182000	9870	684900	5512	401848	3429	24285	52	
	Values	8	....	....	....	....	....	....	....	....	9007	405	1160	50539	11820	197	82188	82680	120554	24003	121425	520	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Guysborough**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Haddock.			Hake.		Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Flounders, lb.	Tom cod or Frost fish, lb.	Squid, brls.	Coarse and Mixed fish, brls.	Fish Oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal Skins, number.	Clams, brls.	Total Value of all Fish.	Number.
		Fresh, lb.	Dried, cwt.	Smoked (finnan haddies), lb.	Dried, cwt.	Sounds, lb.																	$ cts.	
	Guysborough County.																							
1	Ecum Secum	1000	25	....	4	.....	20	2500	600	....	8500	2	40	2000	1000	....	35	250	100	60	4	10	6,446 10	1
2	Marie Joseph	1000	30	....	4	....	10	2000	200	....	300	1	40	2000	800	....	40	300	120	....	20	8	3,667 50	2
3	Liscomb and Spanish Ship Bay	1000	30	....	5	....	30	2500	600	....	9000	3	10	2500	1000	....	60	420	160	320	6	15	20,972 60	3
4	Gegogin	800	20	....	2	.....	12	800	300	....	1000	1	10	1000	800	....	35	250	100	30	..	10	3,868 70	4
5	St. Mary's Bay and River	300	6	....	....	.....	8	400	3000	....	2000	3	12	600	800	....	10	40	60	....	..	15	3,201 00	5
6	Wine Harbour	300	5	....	....	.....	1	300	200	....	300	1	4	500	400	....	10	35	80	....	..	6	1,202 00	6
7	Port Hillford and Lake	800	20	.....	2	....	4	2000	300	....	8500	....	5	600	500	....	20	45	100	....	2	....	4,250 00	7
8	Holland's Harbour and Indian River	100	5	....	....	.....	3	200	400	....	....	....	2	1000	200	....	10	20	100	....	..	5	1,390 00	8
9	Port Beckerton	600	100	.....	5	.....	75	7000	.....	.....	.....	3	6	2000	1000	....	60	600	250	176	3	15	15,635 05	9
10	Fisherman's Harbour	300	25	....	4	..	30	3500	..	....	100	2	1	800	1000	....	20	170	100	250	..	5	13,834 70	10
11	Country Harbour	100	3	.....	....	.....	.....	....	600	....	400	2	5	300	200	....	5	20	25	....	..	1	1,192 00	11
12	Isaac's Harbour	500	30	..	....	.....	40	5000	300	....	300	2	5	600	300	....	20	200	100	190	..	2	10,762 80	12
13	Drum Head	50000	90	....	10	..	100	14000	.....	.....	....	5	....	1500	1200	....	100	800	300	....	..	.....	12,650 00	13
14	Seal Harbour	400	60	.....	5	.....	120	3500	200	....	.....	2	4	1000	800	....	50	200	200	190	..	.....	11,649 60	14
15	Coddles Harbour	300	25	....	2	.....	60	2500	300	....	....	1	10	800	600	....	15	175	100	160	..	.....	8,370 50	15
16	New Harbour	1000	180	.....	8	.....	600	6000	800	....	6000	5	10	500	1500	....	120	1000	300	58	..	.....	17,450 60	16
17	Tor Bay	.....	68	.....	10	....	105	600	200	....	.....	5	10	.....	.....	....	45	450	150	120	..	.....	9,478 00	17
18	Larry's River	.....	482	.....	108	460	334	7480	1200	...	475	12	10	.....	.....	....	....	1040	400	50	..	.....	21,783 00	18
19	Charlos Cove	.....	206	....	73	280	63	220	800	...	300	7	25	.....	.....	....	....	475	280	260	..	.....	18,566 40	19
20	Cole Harbour	22000	312	.....	120	460	24	.....	1600	....	100	21	60	.....	.....	....	....	285	180	16	..	....	6,735 00	20
21	Port Felix	.....	1073	.....	65	270	200	640	1400	....	400	222	30	.....	.....	....	....	873	50	90	..	.....	22,297 60	21
22	Whitehead	74400	866	3000	514	1236	1292	1000	500	....	500	105	40	.....	.....	15	....	1050	510	574	..	.....	58,716 40	22

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Guysborough**, Province of **Nova Scotia**, for the Year 1907—*Concluded.*

Number.	Districts.	Haddock.			Hake.																		Total Value of all Fish.	Number.
		Fresh, lb.	Dried, cwt.	Smoked, finnan haddies, lb.	Dried, cwt.	Sounds, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Flounders, lb.	Tom Cod or Frost Fish, lb.	Squid, brls.	Coarse and Mixed fish, brls.	Fish Oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal Skins, number.	Clams, brls.		
	Guysborough County.																						$ cts.	
23	Raspberry and Dover	10000	60	....	10	....	450	...	....	....	300	....	25	.....	.....	....	..	422	200	140	..	....	20,055 90	23
24	Canso and Canso Tittle	3103000	1085	91830	1303	5900	13910	74290	2100	8	3500	140	30	3100	.....	218	189	13330	860	6000	..	10	328,368 30	24
25	Fox Island Main	6000	74	.....	12	44	19	...	200	..	.....	1	...	.....	.....	.....	....	200	80	30	..	....	2,431 00	25
26	Half Island Cove	70000	455	41000	151	608	4	.....	350	..	.....	2	...	.....	.....	20	....	1100	300	120	..	....	24,106 00	26
27	Phillip's Harbour	15000	284	.....	53	200	.....	.....	100	..	.....	.....	5	.....	.....	.....	...	120	90	90	..	..	6,087 50	27
28	Queen's Port	75000	922	.....	185	100	2185	.....	600	....	.....	60	10	.....	.....	20	1200	3180	200	286	..	....	51,213 70	28
29	Peas Brook	8000	128	.....	34	140	8	.....	500	..	.....	.....	...	.....	.....	.....	....	437	134	70	..	....	3,934 20	29
30	Half Way Cove	12000	203	.....	93	400	14	.....	1200	..	.....	1	20	.....	.....	15	....	388	280	74	..	....	8,180 90	30
31	Sandy Cove and Cook's Cove	6000	87	....	36	....	28	.....	600	....	1000	6	35	....	.....	6	....	334	180	30	..	....	5,557 20	31
32	Guysboro and Manchester	18000	17	....	15	60	87	...	1500	4	2850	2	50	.....	.....	.....	....	120	120	16	..	....	4,578 50	32
33	Port Shoreham	.....	103	.....	7	....	115	...	400	..	.....	6	20	.....	.....	.....	....	150	140	40	..	....	4,014 50	33
34	St. Francis	5000	129	.....	128	460	20	...	200	..	.....	4	40	.....	..	....	....	150	216	10	..	....	6,975 50	34
35	Oyster Ponds	1500	60	....	3	...	18	....	150	..	.....	12	25	....	.....	....	....	120	110	16	..	....	5,056 50	35
36	Sand Point	2000	24	....	7	....	12	....	...	..	.....	3	...	.....	.....	...	....	100	80	20	..	....	2,737 00	36
37	Steep Creek	11000	16	....	5	....	20	...	100	....	.....	.....	...	.....	.....	.....	....	.....	100	34	..	....	10,110 70	37
38	Mulgrave and Aulds Cove	85000	5	35000	13	....	58	....	800	..	.....	....	20	.....	.....	.....	....	.....	70	12	..	....	19,603 20	38
	Totals	3582400	7313	170830	2996	10268	20079	136130	22250	12	45825	642	649	20800	12100	294	2044	28849	6925	9532	35	102	777,130 05	
	Values	107472	25595	10249	7490	2567	60237	13643	2225	120	3666	2568	6490	624	363	1176	1088	8654	10387	4766	43	204		

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of **Halifax**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Fishing Vessels and Boats							Fishing Gear or Materials.								Lobster Plant.		
		Vessels.				Boats.			Gill-nets.			Seines.			Trap-nets.		Canneries.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.
	Halifax County.			$			$				$			$		$		$	
1	North Shore					120	2400	90	1440	28800	7200	60	7500	24400	15	2500			1
2	East St. Margarets	2	34	2000	10	260	5200	200	1700	34000	8500	40	4800	12000	11	2000	1	200	2
3	Indian Harbour	4	54	2500	20	250	6000	120	4000	80000	20000	9	1080	2700	4	400			3
4	Peggy's Cove					120	4000	70	1400	28000	7000	10	1200	3000					4
5	Dover	5	94	2000	19	200	4000	200	5000	100000	25000	98	7800	23400					5
6	Prospect	1	30	500	6	220	6250	120	4500	90000	22500	77	7700	23100			1	400	6
7	Terence Bay	8	128	4000	40	163	4075	163	1500	30000	7500	38	4180	11400			2	900	7
8	Pennant	5	114	2500	20	60	1500	30	300	6000	1500	7	700	2100					8
9	Sambro	4	53	1200	16	80	1600	60	600	12000	3000	1	100	300			1	2000	9
10	Ketch Harbour	1	15	500	5	70	1750	40	450	9000	2250	11	1100	3300					10
11	Portuguese Cove					100	2000	150	740	14800	7400	16	1600	4800	10	600			11
12	Herring Cove	4	126	2000	22	60	1200	80	75	1500	375	22	2200	1600					12
13	Ferguson's Cove					12	320	18	40	800	200	5	500	1500					13
14	Bedford and Grand Lake					30	600	20	40	800	200	2	250	600					14
15	Halifax																		15
16	Dartmouth, Eastern Passage and Devil's Island					105	3330	110	320	19200	1280				7	2100			16
17	Cow Bay and Lawrencetown					20	450	20	86	5160	344								17
18	Seaforth and Threefathom Harbour					32	475	30	173	10380	692						1	175	18
19	West Chezetcook	4	254	10300	60	127	1400	52	469	28140	1876								19
20	East Chezetcook					27	440	24	88	4620	352								20
21	Petpeswick Harbour	1	10	250	4	42	700	41	78	4680	312						1	1000	21
22	Musquodoboit Harbour	1	35	2200	9	62	1375	46	114	6840	456								22
23	Jeddore	5	116	3750	32	78	1800	58	165	9900	660	1	60	30			1	1000	23
24	Clam Harbour and Owl's Head	1	13	300	3	78	1650	60	220	13200	880	6	4400	935	1	220	2	1100	24
25	West Ship Harbour					17	325	15	60	3600	240								25
26	East Ship Harbour					21	748	24	66	1320	264								26

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of **Halifax**, Province of **Nova Scotia**, for the Year 1907—*Continued.*

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.								Lobster Plant.		Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Trap-nets.		Canneries.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	
	Halifax County.			$			$				$			$		$		$	
27	Pleasant Harbour and Tangier	2	29	650	8	35	775	36	182	3640	728	....	....	....	....	....	....	....	27
28	Pope's Harbour and Gerrard's Island	4	68	2150	18	23	915	31	192	3840	768	1	100	70	....	....	1	300	28
29	Spry Bay, Taylor Head and Mushaboom	2	30	900	7	92	2815	103	537	10700	2140	..	....	....	....	....	2	1300	29
30	Sheet Harbour and Sober Island	2	31	1000	7	23	524	20	190	3800	760	4	300	360	....	....	1	1400	30
31	Beaver Harbour and Port Dufferin	..	....	....	....	12	225	77	61	1220	244	1	102	40	....	....	2	1500	31
32	Quoddy and Harrigan Cove	....	....	....	....	18	470	24	29	580	116	....	....	....	....	....	2	3500	32
33	Moser River and Smith's Cove	....	....	....	....	3	80	3	1	20	4	....	....	....	....	....	....	....	33
34	Mitchell's Bay and Ecum Secum	....	....	....	....	23	418	28	65	1300	260	5	420	285	....	....	2	2100	34
	Totals	56	1234	33700	306	2583	59810	2103	24881	567840	125001	414	46092	115920	48	7820	20	16875	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Halifax,** Province of **Nova Scotia,** for the Year 1907.

Number.	Districts.	Kinds of Fish.																	
		Salmon, fresh, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked finnan haddies, lb.	Hake, dried, cwt.	Hake, sounds, lb.	Pollock, cwt.	Number.
	Halifax County.																		
1	North Shore	500	300	200	30000	7000	135000	40	.....	400	300	8	2000	30	.....	100	25	200	1
2	East St. Magarets	2000	400	400	20000	2000	103900	30	.....	570	1200	30	2000	50	1560	200	50	125	2
3	Indian Harbour	900	100	200	30000	.....	107100	60	.....	880	1400	6	25000	250	.....	1000	400	150	3
4	Peggy's Cove	2000	100	165	1000	.....	91200	20	.....	350	500	1	10900	15	.....	15	.....	39	4
5	Dover	2500	200	315	3000	.....	108000	90	.....	920	3489	16	8000	200	.....	400	300	20	5
6	Prospect	3000	300	400	8000	.....	158000	40	1680	600	500	2	12000	90	.....	100	50	200	6
7	Terance Bay	700	.....	600	8000	.....	108000	12	12360	700	2000	3	10600	165	.....	200	70	209	7
8	Pennant	700	.....	300	3000	.....	70000	3	.....	250	300	2	12000	70	.....	100	50	100	8
9	Sambro	200	.....	190	5000	.....	95000	8	33024	580	600	1	25000	10	.....	95	40	300	9
10	Ketch Harbour	600	.....	340	3000	.....	72000	4	.....	690	450	3	2000	20	.....	20	.....	1050	10
11	Portuguese Cove	18000	.....	300	4000	.....	98000	7	.....	500	400	1	13000	40	.....	20	6	1200	11
12	Herring Cove	1000	.....	300	3000	.....	40000	3	.....	650	1700	2	8000	40	.....	65	20	.....	12
13	Ferguson's Cove	.....	.....	50	200	.....	1300	.....	.....	20	5	.....	.....	.....	.....	.....	.....	.....	13
14	Bedford and Grand Lake	1000	.....	60	1000	.....	1300	.....	.....	30	25	.....	.....	.....	.....	5	.....	6	14
15	Halifax	300	.....	.....	1000	.....	600	.....	.....	.....	8	.....	1000	.....	.....	.....	.....	3	15
16	Dartmouth, Eastern Passage and Devil's Island	97	.....	315	8800	.....	3500	3	.....	440	1965	.....	140000	17	.....	9	20	68	16
17	Cow Bay and Lawrencetown	1350	.....	58	770	.....	450	3	.....	.....	58	.....	1000	5	.....	.....	.....	22	17
18	Seaforth and Three Fathom Harbour	860	.....	378	.....	.....	450	19	.....	.....	85	.....	2000	4	.....	.....	.....	7	18
19	West Chezetcook	.....	.....	1440	.....	.....	.....	22	.....	.....	2532	1	.....	171	.....	.....	.....	60	19
20	East Chezetcook	.....	.....	78	.....	.....	.....	4	.....	.....	147	.....	.....	19	.....	.....	.....	18	20
21	Petpeswick Harbour	.....	.....	82	.....	.....	.....	12	7968	200	497	.....	10000	64	.....	.....	.....	98	21
22	Musquodoboit Harbour	3900	880	457	350	.....	160	16	.....	.....	890	.....	4000	210	.....	11	31	177	22
23	Jeddore	156	150	437	.....	.....	.....	24	14256	345	1718	.....	10300	92	.....	40	84	455	23
24	Clam Harbour and Owl's Head	500	450	274	.....	.....	.....	17	45072	948	569	.....	3160	37	.....	9	19	20	24

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Halifax**, Province of **Nova Scotia**, for the Year 1907—*Continued.*

Number.	Districts.	Kinds of Fish.																	Number.
		Salmon, fresh, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked finnan haddies, lb.	Hake, dried, cwt.	Hake, sounds, lb.	Pollock, cwt.	
	Halifax County.																		
25	West Ship Harbour	36	.....	44	.....	.....	.....	3	.....	.....	77	.....	.....	9	.....	.....	9	.....	25
26	East Ship Harbour	.....	.....	117	.....	.....	.....	2	.....	.....	250	.....	.....	21	.....	.....	.....	34	26
27	Pleasant Harbour and Tangier	640	.....	205	.....	.....	.....	15	.....	.....	590	.....	.....	48	.....	24	52	54	27
28	Pope's Harbour and Gerrard's Island	220	.....	488	.....	.....	.....	68	11760	9	638	.....	.....	78	.....	94	224	41	28
29	Spry Bay, Taylor Head and Musha-boom	550	.....	1915	.....	.....	.....	74	35040	.....	887	.....	.....	57	.....	2	.....	306	29
30	Sheet Harbour and Sober Island	620	2420	325	.....	.....	.....	6	.....	63	221	.....	.....	67	.....	145	340	30	30
31	Beaver Harbour and Port Dufferin	200	.....	181	.....	.....	.....	...	48768	603	159	.....	.....	3	.....	.....	.....	25	31
32	Quoddy and Harrigan Cove	540	.....	19	.....	.....	.....	2	54864	1023	270	.....	.....	4	.....	.....	.....	7	32
33	Moser River and Smith's Cove	.....	.....	.....	.....	.....	.....	...	.....	144	57	.....	.....	.....	.....	.....	.....	1	33
34	Mitchell Bay and Ecum Secum	.....	.....	131	.....	.....	.....	.....	57696	382	295	.....	.....	10	.....	2	.....	5	34
	Totals	43069	5300	10764	130120	9000	1193960	607	322488	11297	24782	76	296390	1896	1500	2656	1790	5021	
	Values	$ 6460	1060	48438	1301	180	143275	9105	96746	79079	123910	760	8892	6636	90	6640	447	15062	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Halifax**, Province of **Nova Scotia**, for the Year 1907—*Continued.*

Number.	Districts.	Kinds of Fish.															Total Value of all Fish.	Number.
		Halibut, lb.	Trout, lb.	Smelts, lb.	Alewives or gaspereau, brls.	Bass, lb.	Eels, brls	Oysters, brls.	Clams, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	
	Halifax County.																	$ cts.	
1	North Shore	220	1500	.....	30	....	8	....	60	2000	3000	40	200	500	200	200	4	25,433 25	1
2	East St. Magarets	600	1000	.....	25	....	12	.....	20	3000	4000	25	200	800	300	200	3	28,764 25	2
3	Indian Harbour	2000	500	.. ..	10	.....	6	.....	18	4000	6000	15	120	1000	200	20	.. ...	34,448 00	3
4	Peggy's Cove	.....	60	.....	6	.....	2	.....	2	1000	2000	8	20	200	60	10	.....	18,181 50	4
5	Dover	300	60	.....	60	.....	18	...	30	6000	3000	30	900	400	200	30	3	45,437 25	5
6	Prospect	400	60	.....	12	....	15	.....	40	1200	3000	25	40	200	90	20	3	31,550 25	6
7	Terence Bay	800	400	.....	30	.....	12	....	15	1000	1600	14	45	200	90	140	.....	37,537 00	7
8	Pennant	200	100	.....	15	....	3	.....	6	2000	1300	4	20	120	74	10	.....	14,806 50	8
9	Sambro	300	200	.....	6	.....	5	.....	10	3000	1400	6	25	120	90	350	.....	32,060 70	9
10	Ketch Harbour	.....	100	.....	61	.....	3	.....	8	2000	1200	4	15	390	90	.....	.....	21,484 00	10
11	Portuguese Cove	1200	90	.....	6	.....	6	.....	10	3000	2000	5	18	290	84	.....	.....	26,298 50	11
12	Herring Cove	40000	60	.....	11	.....	7	.....	8	2000	2000	3	12	300	96	.....	.....	24,518 50	12
13	Ferguson's Cove	.....	20	.....	2	.....	1	.....	1	.....	500	.....	.....	.....	.....	.....	.....	585 00	13
14	Bedford and Grand Lake	...	2000	.....	100	1000	8	.....	12	200	1300	1	.....	.....	4	.....	.....	1,810 50	14
15	Halifax	.....	.....	.....	.....	.....	.....	.....	.....	.....	500	.....	.....	.....	.....	.....	.....	221 00	15
16	Dartmouth, Eastern Passage and Devil's Island	11140	.....	.....	5	.. ..	5	.....	100	12000	.....	.....	.....	240	118	.....	.....	21,374 05	16
17	Cow Bay and Lawrencetown	130	300	500	.....	.....	.....	...	80	2000	.....	.....	.....	20	8	.....	.....	1,294 70	17
18	Seaforth and Three Fathom Harbour	220	200	9500	8	.....	8	.....	125	7000	.....	.....	.....	40	12	.....	.....	4,093 00	18
19	West Chezetcook	5670	200	4000	6	.....	6	.....	1900	8000	.....	.....	.....	800	370	.....	.	26,084 50	19
20	East Chezetcook	910	800	500	5	....	12	..	960	10000	.....	.....	.....	40	17	... .	.....	3,875 00	20
21	Petpeswick Harbour	1240	1500	400	.....	.....	30	.....	850	8000	.....	.....	.....	140	62	80	.....	10,363 40	21
22	Musquodoboit Harbour	3480	1500	10000	.....	.....	16	5	875	9000	.....	.....	.....	290	122	.....	.....	12,729 45	22
23	Jeddore	4840	400	500	.....	.....	16	.....	385	16000	.....	.....	..	560	254	140	.....	22,372 60	23
24	Clam Harbour and Owl's Head	2460	800	1000	.....	.....	5	.....	1575	15000	....	.....	...	170	72	450	.....	29,407 15	24

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Halifax**, Province of **Nova Scotia**, for the Year 1907—*Concluded.*

Number.	Districts.	Kinds of Fish.																Total Value of all Fish.	Number.
		Halibut, lb.	Trout, lb.	Smelt, lb.	Alewives or gaspereau, brls.	Bass, lb.	Eels, brls.	Oysters, brls.	Clams, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.		
	Halifax County.																	$ cts.	
25	West Ship Harbour	520	500		6				40	60000				30	12			1,080 15	25
26	East Ship Harbour	1430							8					200	10			2,216 00	26
27	Pleasant Harbour and Tangier	2090	300						3				18	280	24			4,997 50	27
28	Pope's Harbour and Gerrard's Island	890					2		10			1		510	38	116	26	11,150 50	28
29	Spry Bay, Taylor Head and Mushaboom	4480	200				20		14					870	16	350		27,065 50	29
30	Sheet Harbour and Sober Island	1140	400	2950					8			2		160	28			4,951 50	30
31	Beaver Harbour and Port Dufferin	410					9		5					70	6	450		20,975 40	31
32	Quoddy and Harrigan Cove	1020	200				30		4					190	2	550	42	26,019 20	32
33	Moser River and Smith's Cove	200	100											10				1,329 00	33
34	Mitchell Bay and Ecum Secum	1580							8				8	120	10	580		22,633 30	34
	Totals	89900	13550	29350	404	1000	265	5	7190	123400	32800	183	1641	9260	2779	3696	81		
	Values	8990	1355	2348	1616	100	2650	30	14380	3702	984	732	3282	2778	4168	1848	101	597,148 10	

RETURN showing the Number of Vessels, Boats, Nets, &c., and the Quantity and Value of all Fish in the County of **Hants**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Fishing Boats.			Fishing Gear or Materials.							Smoke and Fish Houses.		Kinds of Fish.							Total Value of all Fish.	Number.
					Gill Nets.			Weirs.		Hand Lines.												
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Cod, dried, cwt.	Pollock, cwt.	Trout, lb.	Shad, brls.	Alewives or gaspereau, brls.		
	Hants County.		$				$		$		$		$								$ cts.	
1	Noel to Maitland	3	120	4	3	300	90	....	....	....	....	.....	.....	1200	....	...	...	500	....	....	230 00	1
2	Maitland to Shubenacadie	35	490	45	70	2100	700	...	....	....	....	.....	.....	10000	..	....	....	300	....	110	1,970 00	2
3	Shubenacadie to Grand Lake	50	400	50	75	750	675	....	....	....	....	.....	.....	500	....	....	....	1000	5	150	825 00	3
4	Hantsport to Windsor	4	300	7	4	700	280	....	....	....	....	.....	.....	800	....	12	....	1000	10	....	380 00	4
5	Windsor to Noel	7	600	10	7	900	360	3	60	120	90	2	150	1000	40	47	5	2000	16	....	940 00	5
	Totals	99	1910	116	159	4750	2105	3	60	120	90	2	150	13500	40	59	5	4800	31	260	.....	
	Values $	....	.....	....	....	....	...	....	....	....	....	.....	.....	2025	180	295	15	480	310	1040	4,345 00	

RECAPITULATION

Of Yield and Value of the Fisheries in District No. 2, **Nova Scotia**, with comparative statements of the increase or decrease for the years 1906 and 1907.

Kinds of Fish.		Quantity, 1907.	Rate.	Totals.	Quantities.	
					Increase.	Decrease.
			$ cts.	$ cts.		
Salmon, fresh	lbs.	282,429	0 15	42,364 35		32,946
" preserved in cans	lbs.	2,700	0 15	405 00	2,500	
" smoked	lbs.	11,100	20	2,220 00		7,525
Herring, salted	brls.	23,726	4 50	106,767 00		18,633
" fresh	lbs.	1,489,920	0 01	14,899 20		671,480
" smoked	lbs.	242,770	0 02	4,865 40	166,770	
Mackerel, fresh	lbs.	1,898,330	0 12	227,799 60		1,192,752
" salted	brls.	6,248	15 00	93,720 00		6,452
Lobsters, preserved in cans	lbs.	1,831,408	0 30	549,422 40		40,544
" fresh in shell	cwt.	15,880	7 00	111,160 00	5,991	
Cod, dried	cwt.	50,628	5 00	253,140 00	3,903	
" tongues and sounds	brls.	129	10 00	1,290 00		2
Haddock, fresh	lbs.	3,896,650	0 03	116,899 50		1,927,230
" dried	cwt.	9,495	3 50	33,232 50	486	
" smoked finnan haddies	lbs.	172,330	0 06	10,339 80		629,370
Hake, dried	cwt.	6,822	2 50	17,055 00		2,090
" sounds	lbs.	13,634	0 25	3,408 50	4,294	
Pollock	cwt.	25,301	3 00	75,903 00		12,525
Halibut	lbs.	233,700	0 10	23,370 00	57,105	
Trout	lbs.	47,980	0 10	4,798 00		6,175
Shad	brls.	402	10 00	4,020 00	28	
Smelts	lbs.	228,972	0 08	18,317 76	7,087	
Alewives or gaspereau	brls.	2,025	4 00	8,100 00	93	
Bass	lbs.	5,400	0 10	540 00		3,800
Eels	brls.	1,074	10 00	10,740 00		443
Oysters	brls.	639	6 00	3,834 00		46
Flounders	lbs.	154,700	0 03	4,641 00		43,550
Tom-cod	lbs.	50,900	0 03	1,527 00	25,400	
Squid	brls.	502	4 00	2,008 00		11,122
Coarse or mixed fish	brls.	3,946	2 00	7,892 00	953	
Fish oil	gals.	39,078	0 30	11,723 40		35,504
Fish used as bait	brls.	18,411	1 50	27,616 50	6,139	
Fish products as fertilizer	brls.	20,875	0 50	10,437 50		6,504
Seal skins	No.	116	1 25	145 00	10	
Clams	brls.	7,857	2 00	15,714 00	807	
Total for 1907				1,820,305 41		

RECAPITULATION

SHOWING the number and Value of Fishing Vessels, Boats, &c., in District No. 2, Province of **Nova Scotia**, for the year 1907.

Material.	Value.	Total.
	$	$
122 vessels (2,251 tons)	98,150	
4,816 boats	158,741	
		256,891
43,580 gill nets (984,555 fathoms)	202,470	
444 seines (48,997 fathoms)	122,370	
150 trap nets	46,120	
4,654 trawls	36,694	
27 weirs	1,460	
233 smelt bag nets	6,018	
12,975 hand lines	8,411	
		423,543
107 lobster canneries	103,600	
305,934 " traps	195,710	
		299,310
70 freezers and icehouses	141,265	
1,818 smoke and fish houses	214,501	
914 piers and wharfs	204,854	
36 tugs and smacks	39,530	
		600,150
		1,579,894

COMPARATIVE Statement of the Value of the Fisheries in each County of District No. 2, Province of **Nova Scotia**, for the years 1907 and 1908.

County.	Value in 1906.	Value in 1907.	Increase.	Decrease.
	$ cts.	$ cts.	$ cts.	$ cts.
Antigonish	71,595 24	83,320 90	11,725 66	
Colchester	28,584 10	23,999 50		4,584 60
Cumberland	120,944 00	180,789 10	59,845 10	
Guysborough	1,161,141 75	777,130 05		384,011 70
Halifax	668,166 50	597,148 10		71,018 40
Hants	7,353 50	4,345 00		3,008 50
Pictou	142,302 50	153,572 76	11,270 26	
Total	2,200,087 59	1,820,305 46	82,841 02	462,623 20
	1,820,305 41			82,841 02
Decrease	379,782 18			379,782 18

NOVA SCOTIA—*Continued.*

DISTRICT No. 3.

FISHERIES STATISTICS

COUNTIES OF LUNENBURG, QUEENS, SHELBURNE, YARMOUTH, DIGBY, ANNAPOLIS AND KINGS.

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., Quantity and Value of Fish in the County of **Lunenburg**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.								Lobster Plant.		Kinds of Fish.								
		Vessels.				Boats.			Gill Nets.			Seines.			Trap Nets.		Canneries.										
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Number.
	Lunenburg Co.			$			$				$			$		$		$								
1	Fox Point	....	....	....	....	120	2500	140	50	3000	1750	20	1800	8000	11	2000	....	.....	140	..	300	200	200	100	.....	1
2	Mill Cove	1	16	350	5	200	3000	250	30	6000	2500	22	2000	1500	10	2000	....	.....	100	50	120	400	400	160	....	2
3	Lodge and N. W. Cove	....	....	....	....	75	1250	95	22	3400	420	15	1800	1500	8	1600	....	.....	120	....	200	500	600	400	.....	3
4	Aspotogan	....	....	....	....	50	900	60	4	800	175	7	800	700	4	600	1	750	.....	....	100	200	200	300	25000	4
5	Bayswater, Blandford and Deep Cove	....	....	....	....	195	2250	215	17	2300	1160	19	1800	1200	11	880	....	.....	100	...	1050	900	330	180	.....	5
6	Chester Bay	1	40	800	5	130	2600	70	220	12200	2500	12	900	2600	11	2000	2	1000	1000	500	800	2000	400	100	45000	6
7	Mahone Bay and Martin River	23	1800	75000	370	200	2500	250	200	12000	3000	12	900	2400	5	1000	....	.....	4000	200	300	1000	3000	20	.....	7
8	Little and Big Tancook	....	....	....	....	400	8000	460	30	6200	1500	45	4400	2450	19	2000	....	.....	400	...	4000	400	750	350	.....	8
9	Lun'burg Harb. to Kingsbury	56	4135	289450	840	500	16500	170	1450	29000	14500	6	600	1200	50	12500	3	600	. .	....	2264	10500	7000	420	58128	9
10	LaHave River District	45	3203	224210	610	420	15950	160	1500	30000	15000	8	800	1600	8	2000	1	200	8240	....	2388	13000	4500	250	12480	10
11	Petite Rivière to Port Medway	1	13	1000	3	150	6030	144	1600	20000	10000	2	200	400	2	500	....	.....	9000	....	975	1600	300	95	....	11
	Totals	127	9207	590810	1833	2410	11480	2014	4523	124900	52505	168	16000	23550	139	27080	7	2550	23100	750	12497	30700	17680	2375	140608	
	Values..$	....	....	.....	....	....	.....	....	....	.....	....	....	.....	.....	....	.....	....	.....	4620	150	62485	307	2122	35625	42182	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Lunenburg**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Kinds of Fish and Fish Products.																					Total Value of all Fish.	Number.
		Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked, finnan haddies, lb.	Hake, dried, cwt.	Hake, smoked, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Clams, brls.		
	Lunenburg Co.																						$ cts.	
1	Fox Point	500	400	5	200	60	....	500	10	20	500	100	....	....	242	24000	1500	....	220	80	250	....	....	13,556 50	1
2	Mill Cove	10	300	2	500	20	....	50	....	18	200	50	.....	40	....	30000	1500	....	50	40	60	....	....	6,223 00	2
3	Lodge and N. W. Cove	10	70	.....	500	40	....	27	...	19	800	....	.....	10	4	24000	2900	....	110	45	120	....	....	9,134 50	3
4	Aspotogan	2	12	.....	200	10	....	8	...	6	.....	....	.....	....	....	13000	2500	....	75	12	70	....	....	13,412 60	4
5	Bayswater, Blandford and Deep Cove	103	37	.....	350	45	....	24	....	31	500	50	.. ..	....	....	42000	1000	....	260	46	395	8	....	12,041 90	5
6	Chester Bay	500	600	4	1000	27	500	12	300	20	500	400	500	40	4	30000	900	....	300	20	200	..	5	29,891 50	6
7	Mahone Bay and Martin River	10	20000	30	2600	70	500	10	100	170	15000	200	800	10	4	9000	3000	...	250	400	500	....	4	107,706 00	7
8	Little and Big Tancook Islands	25	145	...	750	350	....	38	....	35	2200	....	.....	....	...	67000	800	....	920	160	1200	170	....	33,892 50	8
9	Lunenburg Harbour to K'gsbury	800	65336	60	5000	5500	....	2540	....	1200	11000	.. .	.....	.. .	15	.....	3000	150	....	33000	....	....	8	413,759 40	9
10	LaHave Riv. Dist.	110	50125	30	9000	475	...	.....	....	375	4140	....	8000	....	35	...	5000	50	....	24000	....	....	50	285,648 50	10
11	Petite Rivière to Port Medway	90	1310	5	1500	69	.. .	.....	....	90	1700	....	12000	....	12	.....	.....	...	....	700	....	....	10	17,328 50	11
	Totals	2160	138335	136	21600	6666	1000	3209	410	1984	36540	800	21300	70	78	236000	22100	200	2185	58503	2795	178	77	.....	
	Values	21600	691675	1360	648	23331	60	9627	103	5952	3654	80	1065	280	789	7080	663	800	4370	17551	4192	89	154	942,604 90	

RETURN showing the Number of Vessels, Boats, Nets, &c., and the Quantity and Value of all Fish in the County of **Queens**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.										Lobster Plant.		Kinds of Fish.								
		Vessels.				Boats.			Gill Nets.			Seines.			Trap Nets.		Hand Lines		Canneries.										
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Number.	
	Queen's County.			$			$				$			$		$		$		$									
1	Port Medway					140	3160	255	420	8420	3400	4	240	600	2	1000	360	180	....	....	10800	200	400	4000	....	2000	30	1
2	Mill Village and Greenfield					75	720	90	60	930	185	..	....	....	..	....	....	....	....	....	10300	330	....	....	....	.. ..	....	2
3	Liverpool, Brooklyn and Western Head	1	16	1200	5	80	2500	100	190	3300	950	6	660	2000	10	3800	....	....	1	1000	2000	....	500	4000	3000	110000	80	3
4	Gull Island, Summerville and White and Hunt's Points					33	840	50	75	1200	375	..	....	....	1	320	....	....	....	....	....	....	910	....	....	3000	25	4
5	Port Mouton and vicinity	3	33	900	15	60	1500	80	140	2700	700	1	100	100	4	1500	....	....	4	3000	200	....	....	....	....	....	20	5
6	Ports Joli and Hebert			..	..	75	1400	45	100	1800	500	1	80	100	..	....	....	....	1	300	....	....	400	....	....	....	5	6
7	Beach Meadows to Berlin, including to Kempt					70	120	60	250	4500	1250	..	....	....	3	900	..	....	2	3800	1000	..	500	....	....	....	20	7
	Totals	4	49	2100	20	533	10240	680	1235	22850	7360	12	1080	2800	20	7520	360	180	8	8100	24300	530	2710	8000	3000	115000	180	
	Values $																				4860	106	13550	80	60	13800	2700	

RETURN showing the Number of Vessels, Boats, Nets, &c., and the Quantity and Value of all Fish in the County of **Queens**, Province of **Nova Scotia**, for the Year 1907—*Concluded.*

Number.	DISTRICTS.	KINDS OF FISH.																				TOTAL VALUE OF ALL FISH.	Number.
		Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked finnan haddies, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Alewives or gaspereau, brls.	Eels, brls.	Flounders, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Seal skins, No.	Clams, brls.		
	Queen's County.																						
1	Port Medway	....	....	1500	....	1000	200	....	150	1000	....	8000	10	40	....	....	....	400	300	45	..	15,176 25	1
2	Mill Village and Greenfield	....	....	....	....	....	....	....	....	....	6800	....	530	16	....	....	....	....	....	....	..	5,086 00	2
3	Liverpool, Brooklyn and Western Head	....	900	2500	4	2000	3600	5000	2130	4800	1000	....	....	....	2000	50	10	100	200	....	..	59,480 00	3
4	Gull Islands, Summerville and White and Hunt's Points	....	260	5300	6	1000	330	....	450	3000	1200	....	....	....	1500	20	20	75	75	....	..	37,700 00	4
5	Port Mouton and vicinity	72000	800	800	3	..	90	...	90	1000	....	....	5	....	3000	50	15	120	600	....	..	35,931 00	5
6	Ports Joli and Hebert	960	125	500	4	....	220	....	....	....	1500	1000	20	15	1000	25	10	80	200	....	25	7,877 00	6
7	Beach Meadows to Berlin, including to Kempt	43200	2600	700	....	....	500	...	100	120	11000	1500	....	7	1000	10	25	90	300	....	..	49,472 00	7
	Totals	116160	4685	11300	17	4000	4940	5000	2920	11000	21500	10500	565	78	8500	155	80	865	1675	45	25	....	
	Values	34848	46850	56500	170	120	17290	300	8760	1100	2150	525	2260	780	255	620	160	259	2512	56	50	210,722 25	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of **Shelburne**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.								Lobster Plant.		Kinds of Fish.						
		Vessels.				Boats.			Gill Nets.			Trawls.		Hand Lines.			Canneries.									
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.		Number.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Number.
	Shelburne County.			$			$				$		$		$			$							
1	Lockeport	12	428	24000	106	*155	3000	225	500	15000	2500	200	1000	1000	1000		1	5000	1000	3500	5000	500	2000	750	1
2	Jordan	1	10	300	3	46	1200	70	300	9000	1500	40	200	300	300		....	.....	2200	1600	2500	1500	500	20	2
3	Shelburne and Sandy Pt.	6	391	24000	80	40	1100	60	500	15000	2500	75	375	900	900		....	....	1300	1650	4000	1500	200	3	3
4	Gunning Cove, Churchover and Birchtown	....	....	....	....	41	850	50	150	4500	750	30	150	150	150		....	.....	40	1400	3000	1200	200	.....	4
5	Roseway, McNutt's Island and Carleton	2	33	1200	5	35	1800	60	250	7500	1250	60	300	250	250		....	.....	40	1175	2800	500	400	10	5
6	Black Point, Red Head, and Round Bay	1	11	500	3	30	1000	50	500	15000	2500	40	200	275	275		....	....	....	975	1000	2000	300	10	6
7	Port Saxon, N.W. and N.E. Harbour	3	39	1400	12	*10	250	14	150	4500	750	17	85	175	175		....	....	4700	160	1000	1000	100	.....	7
8	Cape Negro Island and Port Clyde	4	41	1600	20	160	3200	160	2000	60000	12000	....	....	360	720		2	500	2300	....	192800	....	11550	.....	8
9	Port Latour and Baccaro	19	224	8200	78	290	8700	290	4000	120000	24000	....	....	368	736		....	....	.....	.....	186950	.....	.....	.....	9
10	Barrington	7	250	10000	53	66	2005	66	450	13500	2700	....	....	238	476		....	.....	475	.....	10560	...	2000	...	10
11	Cape Island	73	1067	21900	302	470	30000	600	5000	150000	30000	....	....	1804	3608		4	3200	.....	....	390000	....	14100	.....	11
12	Shag Harbour and Bear Pt.	9	99	3200	41	90	2800	100	1040	31200	6240	....	....	282	564		3	1500	.....	.....	26000	....	20700	.....	12
13	Wood's Harbour	10	108	3375	37	130	7000	170	600	18000	3600	....	....	207	828		6	2750	.....	....	35100	....	24300	.....	13
	Totals	147	2701	99675	740	1563	62900	1915	15440	263200	90290	462	2310	6409	9682		16	12950	12055	10460	860710	8200	76350	793	
	Values $	....	....	.....	....	....	.....	....	.....	.....	.....	....	....	....	.....		....	.....	2411	52300	8607	164	9162	11895	

*NOTE.—In lines 1 to 7 add 239 fishing dories valued $28.90.

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Shelburne**, Province of **Nova Scotia**, for the Year 1907

Number.	Districts.	Kinds of Fish.																				Total Value of all Fish.	Number.
		Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Alewives or gaspereau.	Eels, brls.	Flounders, lb.	Tom-cod or frost fish, lb.	Coarse and mixed fish. brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, number.	Clams, brls.		
	Shelburne County.																					$ cts.	
1	Lockeport and vicinity	50448	1800	8000	12	5000	1400	300	2300	13500	600	500	5	7	1000	1000	32	4500	600	....	..	150	119,553 40	1
2	Jordan district	....	150	540	3	2500	225	20	50	1650	800	3500	15	5	1000	1200	2	200	125	....	..	5	15,015 00	2
3	Shelburne and Sandy Point	....	200	5820	10	6000	352	....	675	750	4000	200	25	10	1500	1100	12	5500	200	....	..	350	47,323 00	3
4	Gunning Cove, Churchover and Birchtown	....	....	150	...	1000	45	1	65	150	300	100	30	6	1000	500	...	70	75	....	..	5	8,640 00	4
5	Roseway, McNutt's Island and Carleton	....	135	435	1	600	390	5	200	1200	300	300	25	10	1100	500	12	200	100	....	..	10	15,319 00	5
6	Black Point, Red Head and Round Bay	....	510	410	1	400	160	...	35	450	250	200	50	7	1000	400	15	225	100	....	4	20	13,632 50	6
7	Port Saxon, N.W. and N.E. Harbours	....	121	470	1	1000	60	....	20	950	500	200	80	7	500	300	....	75	20	...	..	2	6,277 50	7
8	Cape Negro Island and Port Clyde	51122	346	2060	....	331000	....	....	206	....	....	....	175	....	....	....	....	700	1950	60	..	....	47,283 60	8
9	Port Latour and Baccaro	....	805	5920	....	210640	....	....	1365	5970	..	....	..	..	....	....	....	350	2200	....	..	....	53,935 70	9
10	Barrington	....	640	3360	...	17800	....	....	284	..	325	....	350	....	....	....	....	150	2500	....	..	....	31,154 10	10
11	Cape Island	198800	4440	22320	....	51700	....	....	2300	41300	..	....	..	....	....	....	....	2500	11000	100	..	80	251,273 00	11
12	Shag Harbour and Bear Pt.	146800	720	2610	....	28930	....	....	35	1350	225	....	20	..	....	..	....	300	1200	60	..	....	70,164 40	12
13	Wood's Harbour	198288	820	1290	....	34600	....	....	70	1400	...	....	..	....	....	....	....	200	7500	150	..	...	90,176 40	13
	Totals	645458	11047	53385	28	721170	2632	326	7605	68670	7300	5000	775	52	7100	5000	73	14970	27570	370	4	622	.....	
	Values	193637	110470	266925	280	21635	9212	978	22815	6867	730	250	3100	520	213	150	146	4491	41355	185	5	1244	769,747 60	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the Quantity of Fish in the County of **Yarmouth**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.							Lobster Plant.		Kinds of Fish.						
		Vessels.				Boats.			Gill Nets.			Trawls.		Hand Lines.		Canneries.								
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Number.
	Yarmouth County.			$			$				$		$		$		$							
1	Port Maitland	7	105	3000	45	48	720	96	160	3200	1600	18	270	900	450	1	800	4500	54620	300	55000	48000		1
2	Sandford	6	90	2970	28	50	750	100	300	6000	3000	14	210	600	300			4000	291000	350	65000			2
3	Yarmouth	21	525	15750	170	70	1050	140	535	10700	5350	200	3000	800	400	4	4700	3000	402370	800	15000	197900	*312000	3
4	Arcadia	5	80	1620	30	12	180	24	40	800	400			170	80	1	800		115650			56400		4
5	Pinkney Pt. and Comeau Hill	3	36	1135	17	65	970	130	225	4500	2250			225	110	1	1200		121800			38020		5
6	Tusket Wedge	25	313	12520	118	150	2250	250	470	9400	4700	20	300	775	380	4	9200	1000	670400					6
7	Tusket	1	11	350	5	250	1750	250	2100	42000	21000							15000	1500	1800				7
8	Salmon River					50	750	100	100	2000	1000							3500						8
9	Eel Brook					60	900	120	150	3000	1500													9
10	Argyle	2	15	465	7	70	1050	140	300	6000	3000	8	120	90	45				82500			190700		10
11	Pubnico	19	800	50270	263	160	2400	320	475	9500	4750	10	150	725	360	3	2700	3000	58400			158640		11
	Totals	89	1975	88080	683	985	12770	1670	4855	97100	48550	270	4050	4285	2125	14	19400	34000	1798240	3250	135000	689660	31200	
	Values	$																6800	17982	65	16200	206898	312000	

* Perhaps about 40 per cent of these live lobsters come from Shelburne and Digby Counties.

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Yarmouth**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Kinds of Fish.																				Total Value of all Fish.	Number.
		Cod, fresh, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, smoked, (finnan haddies), lb.	Hake, fresh, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or gaspereau, brls.	Eels, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Clams, brls.	$ cts.	
	Yarmouth County.																						
1	Port Maitland	3500	24	436000	25000	2000	2580	1060	....	....	1500	....	....	....	....	15	1200	2600	150	500	50	59,568 20	1
2	Sandford	2450	30	125250	11000	2900	200	500	....	....	1000	....	....	....	....	....	1200	800	100	350	50	27,436 50	2
3	Yarmouth	9630	28	527875	8000	107100	2060	89500	700	....	20000	....	....	3600	....	16	225	3300	400	200	60	445,122 95	3
4	Arcadia	1830	....	63500	....	....	730	1870	1100	....	7000	5	35	....	1500	....	4	40	....	....	50	28,843 50	4
5	Pinkney Pt. and Comeau Hill	745	....	25000	....	....	110	400	....	....	1600	....	25	....	....	14	60	170	35	....	90	16,768 50	5
6	Tusket Wedge	4340	12	188870	....	....	680	2370	....	....	1200	....	5	....	6000	55	475	1600	175	....	60	30,309 60	6
7	Tusket	....	....	....	....	....	....	....	18500	90	18000	2000	80	....	12000	....	20	....	500	....	70	20,391 00	7
8	Salmon River	....	....	....	....	....	....	....	9000	....	1300	500	60	....	4000	....	..	....	110	....	30	4,610 00	8
9	Eel Brook	....	....	....	....	....	....	....	16000	....	1800	500	90	....	....	....	....	....	150	....	40	4,895 00	9
10	Argyle	305	6	4120	....	....	6	150	13000	....	1300	100	25	....	2000	....	....	....	125	....	100	61,629 10	10
11	Pubnico	29910	60	295190	....	....	5250	750	800	....	15000	20	10	....	6000	70	50	3800	225	....	120	167,074 20	11
	Totals	*52710	160	1665805	44000	112000	11616	96600	59100	90	69700	4025	330	3000	31500	170	3234	12310	1970	1050	720	.....	
	Values	$ 158130	1600	49974	2640	3360	34848	9660	5910	900	3485	16100	3300	90	945	680	6468	3693	2955	525	1440	866,648 55	

* Fresh cwt. at $3 each.

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the Quantity of Fish in the County of **Digby**, Province of **Nova Scotia**, for Year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.								Lobster Plant.		Kinds of Fish.							Number.
		Vessels.				Boats.			Gill Nets.			Seines.			Trawls.		Canneries.									
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	
	Digby County.			$			$				$			$		$		$								
1	Westport	11	185	5500	70	145	4000	295	300	6000	1500	11	600	2500	185	3700	..	.....	60	125000	.....	.....	.....	850	9830	1
2	Freeport	11	355	10000	125	117	3500	120	120	2400	600	3	250	200	230	4500	1	300	50	115000	.....	.....	.....	800	25000	2
3	Tiverton and Central Grove	4	126	7000	35	169	7150	145	140	2820	700	3	250	550	190	4000	2	1800	400	120800	.....	.....	1892	1175	8610	3
4	Tidville & East Ferry	..	.....	.....	.....	29	1100	40	33	660	160	..	.....	.....	46	820	..	.....	65	98300	.....	.....	.....	390	1455	4
5	Little River and Whale Cove	3	42	2700	16	54	1700	75	70	1400	350	3	200	345	105	2050	1	1000	250	112400	35000	.....	.....	1350	1386	5
6	Sandy & Mink Coves	..	.....	.....	.....	46	1230	44	60	1200	300	6	1360	1700	50	5000	3	3400	60	70000	33600	600	2976	765	820	6
7	Centreville	..	.....	.....	.....	38	3500	60	60	1200	300	1	50	50	60	1500	1	4700	310	65000	217250	.....	11296	400	4280	7
8	Gulliver's Cove to Waterford	.....	.....	.....	.....	43	1240	56	50	1000	260	4	135	150	61	900	..	.....	10	385000	.....	3850	.....	705	1410	8
9	Bay View to Culloden	.....	.....	.....	.....	32	1075	55	53	1060	265	2	100	250	54	1000	..	.....	.....	8000	.....	.....	.....	600	1367	9
10	Digby and vicinity	10	575	40000	147	150	3500	50	60	1200	300	3	450	775	600	15000	1	1000	200	126800	14000	500	.....	550	5000	10
11	Smith's Cove to Brighton	.....	.....	.....	.....	24	450	37	17	340	85	7	270	270	14	280	..	.....	515	471000	5000	500	.....	60	255	11
12	Plympton to Weymouth	1	17	600	4	35	1225	45	36	720	180	..	.....	.....	49	980	..	.....	20	23400	.....	.....	.....	200	375	12
13	Belliveau's Cove and vicinity	1	24	900	7	80	3540	96	85	2300	510	..	..	.....	120	720	2	2500	260	.....	.....	14200	.....	.....	380	13
14	Comeauville and vicinity	1	14	700	5	90	2650	138	18	540	108	..	.....	.....	.....	.....	1	400	40	.....	.....	.....	41950	.....	640	14
15	Meteghan and River	1	28	300	5	64	1680	86	40	1200	240	..	.....	.....	.....	.....	2	800	25	.....	.....	.....	59232	.....	630	15
16	Cape St. Mary to County line	7	127	3000	38	18	3600	36	80	2400	480	..	.....	.....	.....	.....	1	400	120	.....	.....	4200	35952	.....	1020	16
	Totals	50	1493	70700	452	1134	41140	1378	1222	26440	6338	43	3665	6790	1764	40450	15	16300	2385	1720700	304850	23850	153298	7845	62458	
	Values	$	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	..	.....	11925	17207	6097	2862	45989	78450	312290	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Digby**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Kinds of Fish and Fish Products.																	Total Value of all Fish.	Number.
		Cod tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked, (finnan haddies) lb.	Hake, dried, cwt.	Hake, sounds, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Clams, brls.		
	Digby County.																		$ cts.	
1	Westport	25	146200	2000	130000	2500	2000	21350	25000			590	3000	560	5000	7000	800	7000		172,333 70	1
2	Freeport	130	300000	3500	20130	4500	5000	9620	35000	40		600	200	100	5060	8000	900	6320	125	•222,855 80	2
3	Tiverton and Central Grove	75	296800	830	3500	30030	11600	6230	10200	170		820	500	220	8230	1400	2500	7730		209,476 20	3
4	Tidville & East Ferry	11	127100	75		1800	1000	2030	1000			700	400	115	1350	1400	990	2860		35,036 50	4
5	Little River and Whale Cove	40	660500	850	141930	7050	5000	200	1700	50	300	980		100	2100	4350	900	5700	40	88,614 20	5
6	Sandy & Mink Coves	15	167000	120	20000	8960	1800	670	800	100	600	700	300	15	180	850	460	980	30	52,571 80	6
7	Centreville	50	352180	100	242350	8825	6350	500	2000			360	400	200	565	3000	1000	3000	5	96,915 50	7
8	Gulliver's Cove to Waterford	50	148850			2555	1900	690	1100	45	500	1040		137	1380	920	608	1128	80	39,028 20	8
9	Bay View to Culloden	37	186230		500	2900	1650	700	1550			580		35	440	650	835	780		33,144 30	9
10	Digby and vicinity	30	75000	3465	1450130	19630	7000	2300	170761	100	500	200	200	5	7450	5000	800	3000	3500	245,576 40	10
11	Smith's Cove and Brighton	10	46000			350	100	130	100	50	2500	600	100	5	650	50	185	2300	520	16,228 50	11
12	Plympton to Weymouth	30	83700			120	15	530	60	110	8300	450	1000	7	115	75	450	800	350	11,594 75	12
13	Belliveau's Cove and vicinity		370000					300			900							225	2250	21,561 50	13
14	Comeauville and vicinity			160				330										125	190	17,977 50	14
15	Meteghan and River			145				105								40		65	80	22,071 60	15
16	Cape St. Mary to county line			160				240								320		65	120	19,598 10	16
	Totals	503	2959560	11705	2008540	89220	43415	45895	249271	665	13600	7620	9100	1499	32460	33055	10128	42078	7290		
	Values	$ 5030	88786	40967	120512	267660	10853	137685	24927	66	680	228	273	5996	64920	9916	15642	21039	14580	1,304,584 55	

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials and other Fixtures used in the Fishing Industry in the County of **Annapolis**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.							Lobster Plant.		Other Fixtures used in Fisheries.						Kinds of Fish.				
		Vessels.				Boats.			Gill Nets.			Trawls.		Weirs.		Traps.		Freezers and Ice-Houses.		Smoke and Fish-Houses.		Piers and Wharves.						
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Number.
	Annapolis Co.			$			$				$		$		$		$		$		$		$					
1	Margaretsville	2	48	1100	10	20	94	20	67	2010	670	12	60	1	200	75	75	1	50	11	500	....	.....	9000	380	4000	....	1
2	Port George	....	....	.....	....	24	475	29	59	1770	590	54	500	3	900	575	575	6	300	18	416	....	.....	30000	370	7800	2000	2
3	Port Lorne	....	....	.....	....	37	740	70	126	3780	1224	25	125	..	....	600	600	3	75	24	870	....	....	....	910	3500	....	3
4	Hampton	....	....	.....	....	16	250	16	40	1200	400	24	120	2	350	275	275	....	.....	10	610	....	.....	.....	350	6500	5000	4
5	Phinney's Cove	....	....	.....	....	31	465	52	104	3120	1040	124	620	..	.....	2080	2080	....	.....	23	700	....	....	....	520	5000	....	5
6	Parker's Cove	2	26	625	10	46	1220	78	92	2760	920	184	920	..	....	3800	3800	1	150	35	1000	1	1000	.....	1020	5000	....	6
7	Hillsburn	....	....	.....	....	26	800	30	60	180	600	120	600	..	....	1200	1200	....	.....	14	280	....	....	....	750	1000	....	7
8	Litchfield	....	....	.....	....	35	1050	46	69	2070	690	92	460	..	.....	1000	1000	....	....	23	1150	....	....	....	690	5000	....	8
9	Port Wade	10	284	8400	125	8	400	16	....	.....	....	500	2500	3	600	200	200	1	200	18	900	1	3000	.....	....	50000	1200	9
10	Victoria Beach	2	63	900	22	60	4000	88	20	600	200	264	1320	..	....	1950	1950	....	....	88	1400	8	2000	.....	.....	25000	....	10
11	Clementsport	....	....	....	....	5	200	5	10	300	100	15	75	4	400	.....	.....	....	....	5	250	....	.....	500	..	2000	....	11
12	Annapolis Basin and River Lequille, including Round Hill River	....	....	.....	....	140	700	140	100	990	490	10	50	6	600	....	...	....	.....	....	.....	....	....	18800	...	15000	....	12
	Totals	16	421	11025	167	448	10394	590	747	18780	6924	1424	7350	19	3050	11755	11755	12	775	269	11076	13	6000	58300	4990	129800	6200	
	Values	$ ..	..	..	..	....	....	....	..	.	....	...	....	..	....	..	....	....	....	....	....	..	..	..	11660	24950	1298	124	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Annapolis**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Kinds of Fish.																					Total Value of all Fish.	Number.
		Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked, (finnan haddies) lb.	Hake, dried, cwt.	Hake sounds, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Alewives or gaspereau, brls.	Bass, lb.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Clams, brls.		
	Annapolis Co.																					$ cts.	
1	Margaretsville	30	300	2000	400	.....	300	225	480	1000	.....	.....	2	.....	1000	500	5	100	100	300	..	9,889 25	1
2	Port George	168	325	7200	325	...	350	255	145	2000	.....	.....	5	.....	4500	1700	10	100	460	400	5	16,451 25	2
3	Port Lorne	900	350	5000	350	...	300	225	300	1000	.....	..	3	.....	1500	1200	4	150	160	600	...	19,660 25	3
4	Hampton	119	200	10000	350	5000	270	215	450	.....	.....	....	3	.....	1600	1500	5	115	360	320	....	8,543 25	4
5	Phinney's Cove	1092	410	17000	465	15000	1550	1050	360	1600	.....	.....	3	.....	1400	1600	10	320	930	1550	....	27,158 00	5
6	Parker's Cove	1770	500	60900	2500	25500	1800	1300	406	5000	.....	.....	..	.....	2000	1700	15	350	1190	1360	....	47,596 00	6
7	Hillsburn	150	275	4000	1250	.....	1750	1000	350	3000	.....	..	12	.....	1500	1400	3	200	750	1000	...	19,772 00	7
8	Litchfield	900	250	2000	1200	....	1400	900	375	1000	..	..	4	....	1200	1200	5	250	920	900	...	25,673 00	8
9	Port Wade	75	850	200000	250	....	5000	4000	300	5000	.....	.....	4	....	2500	1100	5	1200	1200	6000	500	36,087 00	9
10	Victoria Beach	800	750	704000	350	....	8800	7800	5000	5000	.....	.....	.....	...	1000	1200	50	2000	1520	8000	1200	87,741 00	10
11	Clementsport	.....	40	6000	100	...	300	200	100	.....	.....	.....	10	....	500	800	6	50	75	350	1000	4,505 50	11
12	Annapolis Basin and River Lequille, including Round Hill River	....	7	.....	...	...	....	.....	..	...	6000	110	....	550	700	500	20	....	..	25	....	5,828 50	12
	Totals	6004	4257	1017200	7540	43500	21820	17170	8560	24000	6000	110	32	550	19400	14400	138	4835	7665	20805	2705	....	
	Values	60040	21285	30516	23590	2610	65460	4292	25680	2400	600	1100	128	55	582	432	552	1450	11498	10403	5410	308,915 00	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of **Kings**, Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.										Kinds of Fish.					
		Vessels.				Boats.			Gill-Nets.			Seines.			Trawls.		Weirs.		Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Number.
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.						
	Kings County.			$			$				$			$		$		$						
1	Morden and vicinity	..	....	.....	...	12	250	20	10	400	175	3	300	200	....	.....	3	750	22400	25	31900	1000	1000	1
2	Victoria Harbour and Ogilvie Wharf	..	....	.....	...	7	120	8	10	445	150	2	300	200	....	.....	2	500	27000	125	32200	....	875	2
3	Harbourville	2	50	700	4	3	225	6	11	500	300	3	400	300	....	.....	4	900	20000	110	50000	13000	1600	3
4	Canada Creek	1	25	275	3	12	200	20	14	250	100	3	450	350	5	75	3	750	44000	250	35000	40000	1100	4
5	Chipman's Brook and Hunting Point	1	14	150	2	14	235	14	14	410	150	2	350	225	10	150	2	500	40000	183	22500	.....	5100	5
6	Hall's Harbour	2	38	350	6	27	525	45	37	800	325	2	300	200	35	425	2	500	64000	400	70000	.....	750	6
7	Race Pt. and Shefield Vault	..	....	.....	...	4	52	6	....	....	....	2	300	200	....	.....	2	500	26500	66	23000	.....	500	7
8	Baxter's Harbour	..	....	.....	...	25	500	35	45	1200	350	3	300	350	25	325	3	750	20000	225	10000	.....	1500	8
9	Whalen Beach and Well's Cove	..	....	.....	...	5	60	10	10	100	125	2	350	300	4	75	2	500	19200	14	24000	2000	6000	9
10	Scott's Bay	..	....	.....	...	12	1300	24	30	450	230	2	3500	1300	6	90	3	750	9100	230	20000	15000	5000	10
11	Blomidon and Kingsport	3	90	900	9	8	170	16	5	100	125	1	250	100	...	.....	1	250	600	55	18000	30000	1000	11
12	Starr's Point to Wolfville	..	....	.....	...	7	165	9	2	40	50	1	2000	800	....	.....	1	200	350	3	4800	.....	.....	12
13	Avonport to County line and inland waters	..	....	.....	...	11	300	50	12	1800	850	....	.....	.....	....	.....	...	.....	1400	.....	.....	.....	.....	13
	Totals	9	217	2375	24	147	4102	263	200	6495	2930	26	8800	4525	85	1140	28	6850	294550	1686	341400	101000	24425	
	Values	$	.....	.....	.....	...	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	...	.....	58910	8430	3414	2020	2931	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Kings**, Province of **Nova Scotia**, for the Year 1907.

Number.	DISTRICTS.	KINDS OF FISH. Lobsters, fresh in shell, cwt.	Cod, dried, cwt	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or gaspereau, brls.	Bass, lb.	Flounders, lb.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Clams, brls.	TOTAL VALUE OF ALL FISH.	Number.
	Kings County.																		$ cts.	
1	Morden and vicinity	24	86	1600			244	800	5600		4000	55	450			375	250		8,306 50	1
2	Victoria Harbour and Ogilvie Wharf	75	58	1150	5	7	25									370	52		8,221 00	2
3	Harbourville	50	44	1800		4		420				20	400		12	400	200		7,153 60	3
4	Canada Creek	125	270	4000	7	5	180					17	850		50	374	250		15,485 50	4
5	Chipman's Brook and Hunting Point	120	92	14500	8	20	90			3		35	650		100	470	900		13,625 00	5
6	Hall's Harbour	100	217	29900	50	50	84	1450		4		20	1900		100	500	4000		22,384 00	6
7	Race Pt. and Shefield Vault	30	21	600			90			4		22	520			260	900		7,633 00	7
8	Baxter's Harbour	4	226	17300	40	50	115	300				8	470		75	376	2000		9,425 50	8
9	Whalen Beach and Well's Cove	40	20	10000		6	45	400		3		33	350			105	1600		7,057 50	9
10	Scott's Bay	110	260	20600		17	60	1200		55		45	450		50	850	5000	25	12,054 00	10
11	Blomidon and Kingsport		40	6500	10		50	1800				55	250	80000		60	12100	1250	13,340 00	11
12	Starr's Point to Wolfville		19	1200			9	650		52		12				8	625		1,248 50	12
13	Avonport to County line and inland waters		60				3		4700	7		100				5	14		1,543 50	13
	Totals	678	1413	109150	120	159	995	7020	10300	128	4000	422	6290	80000	387	4153	27891	1275		
	Values	6780	7065	3275	420	477	2988	702	1030	1280	200	1688	629	2400	116	6230	13945	2550	127,476 60	

RECAPITULATION

Of the Yield and Value of the Fisheries in **District No. 3, Nova Scotia,** for the Year 1907.

Kinds of Fish.		Quantity.	Rate.	Value.	Total Value.
			$ cts.	$ cts.	$ cts.
Salmon, fresh	Lb.	446,305	0 20	89,261 00	
" smoked	"	1,280	0 20	256	
					89,517 00
Herring, pickled	Brls.	34,728	5 00	173,640 00	
" fresh	Lb.	4,889,550	0 01	48,895 50	
" smoked	"	426,500	0 02	8,530 00	
					231,065 50
Mackerel, fresh	"	392,305	0 12	47,076 60	
" salted	Brls.	3,348	15 00	50,220 00	
					97,296 60
Lobsters, preserved	Lb.	1,745,184	0 30	523,555 20	
" fresh in shell	Cwt.	63,619	10 00	636,190 00	
					1,159,745 20
Cod, dried	Cwt.	271,148	5 00	1,355,940 00	
" fresh	"	52,710	3 00	158,130 00	
" tongues and sounds	Brls.	844	10 00	8,440 00	
					1,522,310 00
Haddock, fresh	Lb.	6,498,485	0 03	194,954 55	
" dried	Cwt.	33,603	3 50	117,610 50	
" (finnan haddies)	Lb.	2,162,040	0 05	126,122 40	
					438,687 45
Hake, dried	Cwt.	115,854	3 00	347,562 00	
" sounds	Lb.	60,995	0 25	15,248 75	
					362,810 75
Pollock	Cwt.	79,575	3 00		238,725 00
Halibut	Lb.	493,101	0 10		49,310 10
Trout	"	105,665	0 10		10,566 50
Shad	Brls.	328	10 00		3,280 00
Alewives	"	5,889	4 00		23,556 00
Smelts	Lb.	124,100	0 05		6,205 00
Bass	"	6,840	0 10		684 00
Eels	Brls.	538	10 00		5,380 00
Clams	"	12,714	2 00		25,428 00
Squid	"	2,162	4 00		8,648 00
Flounders	Lb.	361,620	0 03		10,848 60
Tom cod or frost fish	"	82,100	0 03		2,463 00
Mixed fish	Brls.	38,032	2 00		76,064 00
Fish oil	Galls.	124,925	0 30		37,477 50
" as bait	Brls.	56,256	1 50		84,384 00
" as fertilizer	Brls.	92,372	0 50		46,186 00
Seal skins	No.	49			61 25
Total for 1907					4,530,699 45
" 1906					4,327,577 95
Increase					203,121 50

RECAPITULATION

Of the Value of Fishing Vessels, Boats, Nets, &c., in District No. 3, Nova Scotia, for the Year 1907.

Articles.	Value.	Totals.
	$	$
442 fishing vessels (16,063 tons)	864,765	
7,250 " boats	153,026	
		1,017,791
28,222 gill nets (759,765 fathoms)	214,897	
252 seines (29,845 fathoms)	38,065	
165 trap nets	49,600	
5,124 trawls	96,870	
77 weirs	16,450	
113 smelt nets	1,469	
22,131 hand lines	19,412	
		436,763
60 lobster canneries, &c.	59,300	
204,215 " traps	195,395	
		254,695
156 freezers and ice-houses	38,855	
1,989 smoke and fish-houses	119,296	
805 fishing piers wharfs	279,850	
148 " tugs and smacks	121,675	
		559,676
Total		2,268,925

Statement of number of men employed, 1907.

Number of men fishing in vessels	3,919
" " boats	8,510
Persons employed in lobster canneries	1,007
Total number of persons	13,436

RECAPITULATION BY COUNTIES

SHOWING the Number of Vessels and Boats and the Quantity and Value of all Fishing Materials used in the Fishing Industry in the Province of **Nova Scotia,** for the Year 1907-8.

Number.	COUNTIES.	FISHING VESSELS AND BOATS.							FISHING GEAR OR MATERIALS.										Number.
		Vessels.				Boats.			Gill Nets.			Seines.			Trap Nets.		Trawls.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	
	District No. 1.			$			$				$			$		$		$	
1	Richmond	52	1136	24525	280	1073	24072	1963	9375	178200	74308	....	....	....	1	1000	724	4160	1
2	Cape Breton	20	354	19670	91	498	15460	993	2548	63870	20895	2	195	130	1	400	1094	8904	2
3	Victoria	9	123	3660	36	521	10764	878	1186	30295	10938	....	....	....	14	11300	371	2937	3
4	Inverness	26	341	6550	103	588	12730	910	1438	42925	15990	1	120	200	2	1600	683	3365	4
	District No. 2.																		
5	Cumberland	3	47	750	12	226	6084	301	635	16090	2980	3	100	70	....	.....	47	370	5
6	Colchester	....	.....	.....	....	182	3025	320	288	15500	3295	....	.....	.....	....	.....	7	175	6
7	Pictou	1	16	900	3	281	7965	347	310	11940	4930	....	....	.....	....	.....	24	130	7
8	Antigonish	2	28	350	6	238	3447	295	661	13240	3169	....	....	....	44	8150	191	871	8
9	Guysborough	60	926	57450	278	1204	76500	1773	16646	355195	60990	27	2805	6380	58	30150	2627	26040	9
10	Halifax	56	1234	38700	306	2583	59810	2103	24881	567840	125001	474	46092	115920	48	7820	1758	9108	10
11	Hants	....	.....	.....	....	99	1910	116	159	4750	2105	....	.....	.....	....	.....	....	.....	11
	District No. 3.																		
12	Lunenburg	127	9207	590810	1833	2440	11480	2014	4523	124900	52505	168	16000	23550	139	27080	1107	41390	12
13	Queens	4	49	2100	20	533	10240	680	1235	22850	7360	12	1080	2800	20	7520	12	180	13
14	Shelburne	147	2701	99675	740	1563	62906	1915	15410	463200	90290	3	300	400	3	3000	462	3110	14
15	Yarmouth	89	1975	88080	683	985	12770	1670	4855	97100	48550	....	....	....	3	12000	270	4050	15
16	Digby	50	1493	70700	452	1134	41140	1378	1222	26440	6338	43	3665	6790	....	....	1764	40450	16
17	Annapolis	16	421	11025	167	448	10394	590	747	18780	6924	....	.....	.....	....	.....	1424	7350	17
18	Kings	9	217	2375	24	147	4102	263	200	6495	2930	26	8800	4525	....	.....	85	1140	18
	Totals	671	20268	1017320	5034	14746	374793	18509	86349	2059610	539498	699	79157	160765	333	110020	12650	152930	

RECAPITULATION BY COUNTIES

SHOWING the Number of Vessels and Boats and the Quantity and Value of all Fishing Materials used in the Fishing Industry in the Province of **Nova Scotia,** for the Year 1907-8.

Number.	Counties.	Fishing Gear or Materials.						Lobster Plant.					Other Fixtures used in Fishing.								Number.
		Weirs.		Smelt Nets.		Hand Lines.		Canneries.		Traps.		Persons employed in canneries.	Freezers and Ice-houses.		Smoke and fish-houses		Piers and wharfs.		Tugs, Steamers and smacks.		
		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	
	District No. 1.		$		$		$		$		$			$		$		$		$	
1	Richmond			36	410	5267	3689	9	9950	32100	26695	172	144	12250	690	12175	167	9785	24	2320	1
2	Cape Breton			7	26	2314	1450	12	20700	32365	31020	213	8	11040	218	9182	97	8023	15	9300	2
3	Victoria					1653	1673	11	4650	13886	13885	147	7	4805	1330	8798	25	4700	10	1905	3
4	Inverness			19	45	2043	1718	18	11780	47900	28300	259	14	4920	198	29030	55	55340	10	7100	4
	District No. 2.																				
5	Cumberland	2	65	67	1802	213	236	31	25125	47804	40855	348			37	2496					5
6	Colchester	4	1100	10	145	10	10	2	1100	4300	3370	27			11	335					6
7	Pictou			60	2600	68	60	23	31050	61550	23430	331	17	265	3	60	2	50			7
8	Antigonish			50	419	286	147	6	6300	18060	10316	139	5	5800	111	1163	3	5000	3	200	8
9	Guysborough	8	185	32	625	4890	4175	25	22850	88600	63610	343	36	127375	710	110265	203	158100	19	27640	9
10	Halifax	10	50	14	427	7388	3693	20	16875	85620	44129	268	12	7825	944	100032	706	41704	14	11690	10
11	Hants	3	60			120	90								2	150					11
	District No. 3.																				
12	Lunenburg			12	120	6685	3486	7	2550	19000	10180	118	5	1600	498	31200	353	86960	13	10050	12
13	Queens			65	260	360	180	8	8100	17800	17800	85	18	1640	313	10210	78	2710	10	11000	13
14	Shelburne			6	245	6409	9682	16	12950	74500	74500	263	13	6850	359	20810	211	26150	42	18700	14
15	Yarmouth	5	750	9	180	4285	2125	14	19400	45180	45180	322	35	17200	126	16000	43	61600	66	68500	15
16	Digby	25	5800	21	664	2419	2084	15	16300	34105	34105	219	48	10110	332	27270	107	96430	17	13425	16
17	Annapolis	19	3050			1173	1055			11755	11755		12	775	269	11076	13	6000			17
18	Kings	28	6850			800	800			1875	1875		25	680	92	2700					18
	Totals	104	17910	408	7968	46383	36353	217	209980	636400	491005	3254	399	213135	6243	392982	2063	562552	243	181830	

RECAPITULATION BY COUNTIES

SHOWING the Kinds and Quantities of Fish and Fish Products in the Province of **Nova Scotia**, for the Year 1907–8.

Number.	COUNTIES.	Salmon, fresh, lb.	Salmon, preserved in cans, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked, (finnan haddies) lb.	Hake, dried, cwt.	Hake, sounds, lb.	Number.
	District No. 1.																		
1	Richmond	4410	690	.....	7492	115150	.. ...	105100	10066	119678	587	16577	104	617400	9722	275000	997	379	1
2	Cape Breton	21290	....	1900	13330	49600	.	38530	1303	212656	2631	29859	...	31330	4066	.... ..	65	.....	2
3	Victoria	9520	....	.....	1511	42900	....	12075	344	106644	27	7023	....	.. ....	6940	.....	172	....	3
4	Inverness	116650	6780	....	4103	433250	.....	5000	2853	254756	1535	24877	24	12200	3080	500	2490	400	4
	District No. 2.																		
5	Cumberland	7900	.....	.....	902	42300	222900	1950	.....	463296	1154	215	....	1760	117	....	106	....	5
6	Colchester	35660	.....	..	....	1000	1000	.....	...	38976	.. ..	187	....	2000	17	.....	8	....	6
7	Pictou	49150	.....	.. ..	250	85500	.....	4120	....	432912	.. ..	222	1	2800	.....	.....	80	.....	7
8	Antigonish	73100	.....	.....	539	49000	.....	13400	129	171888	.....	878	...	11300	152	.....	976	1576	8
9	Guysborough	60050	2700	5800	11231	1182000	9870	681900	5512	401848	3429	24285	52	3582400	7313	170830	2996	10268	9
10	Halifax	43069	.....	5300	10764	130120	9000	1193960	607	322488	11297	24782	76	296390	1896	1500	2656	1790	10
11	Hants	13500	... ..	.....	40	.....	.....	.....	.....	.....	....	59	....	.....	.....	.....	...	.....	11
	District No. 3.																		
12	Lunenburg	23100	.....	750	12497	30700	..	17680	2375	140608	2160	138335	136	21600	6666	1000	3209	410	12
13	Queens	24300	. ...	530	2710	8000	3000	115000	180	116160	4685	11300	17	4000	4940	5000	.....	.. ..	13
14	Shelburne	12055	.....	.....	10460	860710	8200	76350	793	645458	11047	53385	28	721170	2632	.....	326	.....	14
15	Yarmouth	34000	.....	.....	.....	1798240	3250	135000	.....	689660	31200	*52710	160	1665805	.....	44000	1120	.....	16
16	Digby	.....	.....	.....	2385	1720760	304850	23850	..	153298	7845	62458	503	2959560	11705	2008540	89220	43415	16
17	Annapolis	58300	.....	.....	4990	129800	6200	.....	....	.....	6004	4257	...	1017200	7540	43500	21820	17170	17
18	Kings	294550	.. ...	.....	1686	341400	101000	24425	.....	.....	678	1413	...	109150	120	.. ....	159	.....	18
	Totals	880604	10170	14280	84890	7020370	669270	2451340	24162	4270346	84279	400112	1101	11056065	66906	2549870	126400	75498	

*Of this 52,710 cwts. in Yarmouth Co. is disposed of fresh at $3 per cwt.

RECAPITULATION BY COUNTIES

Showing the Kinds and Quantities of Fish and Fish Products in the Province of **Nova Scotia**, for the Year 1907-8.

Number.	Counties.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereau, brls.	Bass, lb.	Eels, brls.	Oysters, brls.	Clams, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Total Value of all Fish.	Number.
	District No. 1.																			$ cts.	
1	Richmond	2987	30620	4885	...	58950	582	.....	451	...	1121	193550	27700	688	1176	9418	1341	...	...	448,598 55	1
2	Cape Breton	2624	72920	5340	43	17900	258	.....	246	45	.....	8400	5100	125	90	4150	5108	100	5	367,325 05	2
3	Victoria	1330	14250	1950	...	3225	...	....	146	103	....	5700	4200	386	32	6233	575	.....	.....	120,844 85	3
4	Inverness	28	3150	4100	....	21300	825	.....	361	550	170	.....	2800	1075	1235	11215	4740	1150	....	344,557 30	4
	District No. 2.																				
5	Cumberland	192	4870	1330	295	54675	431	200	8	279	40	800	3000	..	18	.....	5797	1235	...	180,789 10	5
6	Colchester	4	2500	3800	64	13600	105	3000	....	250	500	.....	.....	....	.....	149	49	380	...	23,999 50	6
7	Pictou	.....	.....	1700	....	71522	175	.....	90	65	25	.....	3000	....	25	70	1187	4250	....	153,572 76	7
8	Antigonish	.....	.....	550	....	14000	8	1200	62	40	.....	9700	.....	25	218	750	1404	1782	...	83,320 90	8
9	Guysborough	20079	136430	22250	12	45825	642	.....	649	...	102	20800	12100	294	2041	28849	6925	9532	35	777,130 05	9
10	Halifax	5021	89900	13550	...	20350	404	1000	265	5	7190	123400	32800	183	1611	9260	2779	3696	81	597,148 10	10
11	Hants	5	.....	4800	31	.....	260	.....	.....	.....	.....	.....	.....	...	...	.....	.....	.....	.....	4,345 00	11
	District No. 3.																				
12	Lunenburg	1984	36540	800	...	21300	70	.....	78	....	77	236000	22100	200	2185	58503	2795	178	....	942,604 90	12
13	Queens	2920	11000	21500	...	10500	575	.....	78	....	25	8500	.....	455	80	865	1675	.....	45	210,722 25	13
14	Shelburne	7605	68670	7300	...	5000	705	.....	52	....	622	7100	5000	...	73	14970	27570	370	4	769,747 60	14
15	Yarmouth	11616	96600	59100	90	69700	4025	.....	330	...	720	3000	31500	170	3234	12310	1970	1050	....	866,648 55	15
16	Digby	45895	249271	665	....	13600	....	.....	.....	....	7290	7620	9100	1499	32160	33055	10428	42078	...	1,304,584 55	16
17	Annapolis	8560	24000	6000	110	.....	32	550	...	....	2705	19400	14400	138	.....	4835	7665	20805	....	308,915 00	17
18	Kings	995	7020	10300	128	4000	422	6290	.....	....	1275	8000	.....	....	.....	387	4153	27891	....	127,476 60	18
	Totals	111845	847741	169920	773	454447	9579	12240	2816	1337	22162	723670	172800	4938	14511	195019	86434	114497	170	7,632,330 61	

RECAPITULATION

Of the Fisheries of the **whole** of **Nova Scotia**, for the Year 1907-8.

Kinds of Fish.	Quantity.	Rate.	Value.	Total Value.
		$ cts.	$ cts.	$ cts.
Salmon, fresh ... Lb.	880,604	...	154,405 85	
" preserved ... "	10,170	0 20	1,525 50	
" smoked ... "	14,280	0 20	2,856 00	
				158,787 35
Herring, pickled ... Brls.	84,890	...	412,587 00	
" fresh ... Lb.	7,020,370	0 01	70,203 70	
" smoked ... "	669,270	0 02	13,385 40	
				496,176 10
Mackerel, fresh ... "	2,451,340	0 12	294,160 80	
" pickled ... Brls.	24,162	15 00	362,430 00	
				656,590 80
Lobsters, preserved ... Lb.	4,270,346	0 30	1,281,103 80	
" fresh in shell ... Cwt.	84,279	...	771,250 00	
				2,052,353 80
Cod, dried ... "	400,112	5 00	2,000,560 00	
" fresh ... Lb.	5,580,400	0 03	167,412 00	
" tongues and sounds ... Brls.	1,101	10 00	11,010 00	
				2,178,982 00
Haddock, fresh ... Lb.	11,056,065	0 03	331,681 95	
" dried ... Cwt.	66,906	3 50	234,171 00	
" (finnan haddies) ... Lb.	2,549,870	0 06	152,992 20	
				718,845 15
Hake, dried ... Cwt.	126,400	3 00	375,789 00	
" sounds ... Lb.	75,408	0 25	18,852 00	
				394,641 00
Pollock ... Cwt.	111,845	3 00	...	335,535 00
Halibut ... Lb.	847,741	0 10	...	84,774 10
Trout ... "	169,920	0 10	...	16,992 00
Shad ... Brls.	773	10 00	...	7,730 00
Alewives ... "	9,579	4 00	...	38,316 00
Smelts ... Lb.	454,447	...	...	29,591 51
Bass ... "	12,240	0 10	...	1,224 00
Eels ... Brls.	2,816	10 00	...	28,160 00
Clams ... "	22,162	2 00	...	44,324 00
Oysters ... "	1,337	...	...	8,022 00
Squid ... "	4,938	...	...	19,752 00
Flounders ... Lb.	723,670	0 03	...	21,710 10
Tom cod or frost fish ... "	172,800	0 03	...	5,184 00
Mixed fish ... Brls.	44,511	2 00	...	89,022 00
Fish oil ... Galls.	195,019	0 30	...	58,505 70
" as bait ... Brls.	86,434	1 50	...	129,651 00
" as fertilizer ... "	114,497	0 50	...	57,248 50
Seal skins ... No.	170	1 25	...	212 50
Total for 1907	...	...	...	7,632,530 61
Total for 1906	...	...	...	7,799,159 92
Decrease in 1907	...	...	...	166,829 31

RECAPITULATION

Of the Capital invested in the Fisheries of the **whole** of **Nova Scotia**, as Vessels, Boats, Nets, &c., for the Year 1907-8.

Articles.	Value.	Total.
	$ cts.	$ cts.
671 fishing vessels (20,268 tons)	1,017,320 00	
14,746 " boats	374,793 00	
		1,392,113 00
86,349 gill nets (2,059,610 fathoms)	539,498 00	
699 seines (79,157 fathoms)	160,765 00	
333 trap nets	110,020 00	
12,650 trawls	152,930 00	
104 weirs	17,910 00	
408 smelt nets	7,968 00	
46,383 hand lines	36,353 00	
		1,025,444 00
217 lobster canneries, etc	209,980 00	
636,400 " traps	491,005 00	
		700,985 00
399 freezers and ice-houses	213,135 00	
6,243 smoke and fish-houses	392,982 00	
2,063 piers and wharfs	562,552 00	
243 tugs and smacks	181,830 00	
		1,350,499 00
Total		4,469,041 00

Statement of persons engaged in the Fisheries of the **whole** of **Nova Scotia**, in the season 1907.

	No.
Men in fishing vessels	5,034
" boats	18,509
Persons in lobster canneries	3,254
Total	26,797

APPENDIX No. 6

PROVINCE OF QUEBEC.

GULF OF ST. LAWRENCE DISTRICT, BY INSPECTOR WM. WAKEHAM, M.D., GASPÉ BASIN.

INLAND DISTRICTS, BY INSPECTORS JOSEPH RIENDEAU, OF MONTREAL, AND A. H. BELLIVEAU, OF OTTAWA.

Gaspé, April 1, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I beg to submit the tabulated statement of the Fisheries of the Gulf of St. Lawrence division, province of Quebec, for the season just closed. As foretold in the preliminary report, some of the branches of the fishery show a considerable falling off. This I think was clearly due to the very unusual weather conditions which prevailed during the entire fishing season of 1907. The season was nearly three weeks late in opening; ice was present in the southern waters of the gulf until towards the end of May. The fishery protection ship *Princess* which patrols the waters of the Gulf division, having passed the winter in Pictou, N.S. was unable to get out of that harbour till the 20th May, and then had to pass westward through about fifty miles of ice in the Strait of Northumberland before she could reach the open water of the gulf. It was, at that late date, impossible to reach the Magdalen Islands by the passage east of Prince Edward Island. Under ordinary conditions the ship should have been able to leave Pictou about the 25th of April. In addition to being late the whole season was cold and rough. The fall began early. Grain, which should have ripened early in September, was cut green in October, and by the 20th of that month we had already had snow, and 12° of frost. Under these conditions we could hardly expect a very successful fishery. In spite, however, of all these untoward circumstances, the season was a profitable one to the fishermen. Prices of all kinds of fish were unusually high. In the case of dried cod, which is the great staple of the Gulf division, the total value for the season amounted to the sum of nearly nine hundred thousand dollars, fully half the value of all the combined fisheries of the division. The price paid by buyers per cwt., ran up to $5.50, and I believe in some cases to $6. So that in valuing the catch for the purposes of our statistics at $4.50 per cwt., we are a long way below the actual value for the season. Fall mackerel sold at the Magdalen Islands for $16 per barrel — and so all through the various branches of the fishery — prices ruled unusually high. The great demand for Gaspé cod, and the presence along the coast of buyers from Nova Scotia and Newfoundland, who were so eager to buy fish that they took it half made and without cull, has had a bad effect with the fishermen, as they are getting extremely careless in the preparation of the fish. This will react seriously against them when prices fall, and the same demand does not exist.

These high prices, together with the great demand for labour, and the consequent high wages, made the fishing community well off, and I have never known the people of the southern coast of the division to have been as flush as they are during the present winter of 1907 and 1908.

Unfortunately this happy condition does not hold good for the north coast, and more especially for that part of it from Natashquan eastward generally known as the

Canadian Labrador. Here the summer cod fishing, always dependent on the coming on shore of the capelin in June and July, was a very general failure, and the bulk of the people were poorly off. There was no actual distress, as the traders had left enough on the coast to tide the people over, but there is not likely to be much feasting this winter. For several years past the summer cod fishing has been below an average — so that many of the people have been getting behind. The population on the Labrador has been increasing rapidly of late years, and as new comers have nothing but the cod fishing to depend on, the salmon and seal fishing stations being all taken up by the older settlers—it is perfectly certain that sooner or later we will have serious distress on this coast. All possible efforts should be made to induce the young people of Labrador to leave the coast, and settle where they can be certain of obtaining profitable and steady employment.

SALMON.

Salmon net fishing was fully two weeks late in opening, and as the weather was rough during the whole of the netting season, it followed that wherever the nets were exposed to the prevailing easterly winds the catch was small. In many exposed situations the nets were torn from their moorings, and washed ashore, and it was impossible for days to replace them. The rivers remained high till towards the close of the season—as during June and the early part of July we had rain almost every day. The early sportsmen did poorly; those, however, who remained till towards the close of the fishing season enjoyed good sport, as when the waters fell plenty of fish were found in the pools.

It was generally noticed on both shores of the gulf that the salmon were off in quality—they were not as fat as usual, and were light in colour—not as rich a kind as fresh run salmon should be.

HERRING.

This fishery was also late in beginning at the Magdalen Islands; the ice only moved off towards the middle of May. So herring fishing began when, in ordinary seasons, it would have been closed. The sales of spring herring made to baiters were much below an average, due to the fact that the vessels were not able to make the islands in time, owing to the ice pack. Herring were as abundant as ever, and were unusually constant all season. This permitted the fishermen to furnish themselves with a steady supply of bait for the cod fishery, and the excellence of the summer cod fishery on the south coast was due to this.

MACKEREL.

The mackerel, like the herring, were late in arriving. When they did come they came in force, and the early fishery at the Magdalen Islands was a good one. Owing to the rough weather, however, the fish left the gulf fully two weeks earlier than usual, so that the fall fishing was below the average. More mackerel were seen in the gulf this season than we have had for years. Schools were seen off Godbout and Point de Monts where they have not been met with for a long time. I attribute this to the fact that for several seasons back the catches made by U. S. purse seiners, off the Nova Scotia coast in May and June have been poor—the schools have thus escaped destruction, and have been permitted, as nature intended they should, to reach their natural spawning grounds in the inner gulf. I have not the slightest doubt that if this practice of destroying the ripe mackerel while on their way to the spawning grounds could be prohibited, these fish would soon be as abundant in the gulf of St. Lawrence as ever they were. I would be perfectly willing to allow the general use of the purse seine in August, September and October, if its employment in May and June could be prohibited north of Cape Sable.

LOBSTERS.

The lobster pack shows an increase of some 20,000 lbs. I think this was due to the use of a greater number of traps. The returns show that while in 1906, 89,635 traps were fished by 78 canneries, 108,390 traps were fished in 1907. We also had a few more canneries in operation.

There is a general feeling at the Magdalen Islands that the September fishing should be done away with. On the western and northern shore of the island it is impossible to fish lobster traps in September, so that it is only in Pleasant Bay and at Grand Entry that fishermen and canners can avail themselves of this fall fishing. Experience has also shown that the lobsters are not of good quality during the month of September—they are watery and empty. Canning at this season is wasteful in the extreme, and the quality of the pack, poor. I have no hesitation whatever in saying that most of those who advocate September fishing, both canners and fishermen, do so because they wish to violate the law by fishing in the lagoons. The fact that canneries can be kept open in September offers a cloak for the canning of illegally caught lobsters. I was never in favour of this September open season for lobsters, and thought at the time it was decided to permit it, that it was only to be allowed for three seasons, as an experiment. I consider that a far better and safer rule for the Magdalen Islands would be, to allow a two weeks longer spring season, and do away altogether with this fall fishing. I believe that every honest and intelligent packer and fisherman at the islands will agree with me in this. At Anticosti the rough season made fishing traps almost an impossibility; time and again the traps were washed ashore and wrecked. On the north coast and Labrador the lobster fishery never has amounted to anything. It never has been, and could not be carried on to any extended scale. A few of those who fish cod, engage also in lobster packing, the men who work in the canneries doing their own fishing, most of them only putting up a dozen or two cases. Fishing for lobsters only begins with the end of June, so that on the north shore they have at most only about a month's fishing. On the south coast in Gaspé and Bonaventure the fishing is going from bad to worse, and it is only a question of time when it will be necessary to shut down for a term of years. Many of the canners now propose some scheme of this kind. They would like to have timely notice, so as to work off the material on hand, and at the same time be given a guarantee that no new licenses would be issued, and that those who own and operate canneries now should be renewed in their licenses when the fishing began again. Such an arrangement would seem to be possible and reasonable.

COD.

The summer cod fishing on the south coast was good. Bait in the shape of herring was plentiful during most of the fishing. This always means good fishing, as given a supply of fresh bait, you are fairly certain of good cod fishing, On the north coast from Mingan west the fishing was fair, while east from Esquimaux Point to St. Augustin the fishery was an almost complete failure. This was entirely due to the fact that the capelin never struck that part of the coast. From St. Augustin east on down through the strait of Belle Isle the catch was a most abundant one.

The statistics show a marked decrease in the number of vessels, boats, and men engaged in the fishery. The great demand for labour at the lumber mills and camps, on the railway building at Bonaventure and Gaspé, and on the large number of government works, such as wharfs, and breakwaters, being built along the coast, and the consequent high wages offered, has taken many men away from the fishery. The younger men are giving up the fishing and seeking other employment. Most of them will never return to the fishing. At one time, not very long ago, upwards of 200 boats used to be fitted out at Percé, one of the oldest fishing stations, and no difficulty was found in securing men to man them; now not more than 50 boats are sent to the fisheries from this station, and it is difficult to find men for even this diminished number.

Failing to secure the number of men required to keep up the boat fishing our outfitting firms are looking about them for some means of keeping up their supply of cod by other methods of fishing, requiring fewer hands. The remedy seems to be the use of steam, and the employment of the beam trawl I expect soon to see a couple of steam trawlers at work in the gulf. Many banks are known whereon the beam trawl could work, and expert trawlers are likely soon to find other bottoms not at present known.

I beg to append synopsis of the reports of such of the local officers who have furnished them.

I have the honor to be, sir,

Your obedient servant,

WM. WAKEHAM,
Officer in charge of the Gulf of St. Lawrence Division.

SYNOPSES OF REPORTS OF LOCAL OFFICERS.

Mr. George Forest, F. O., Bonaventure, reports that the fishery on the whole was good in the upper part of the Bay des Chaleurs in spite of the fact that we had so much bad weather practically throughout the whole time of the fishing, while fewer men than usual engaged in the fishing. Spring herring were abundant, but these fish became scarce during the summer and autumn. The fishery regulations were well observed.

Mr. F. X. Chapados, F. O., Anse-à-Gascon, reports that herring which were very abundant in the spring, continued plentiful up to August, but became scarce after that month. Squid were not abundant. The lobster pack shows a slight increase. The salmon fishery was a poor one. Cod were abundant as long as the bait continued plentiful but the fall fishing was poor.

Mr. A. T. Carter, F. O., Gaspé, reports that the salmon fishery shows a decrease as compared with 1906. These fish struck about the 26th May, the bulk of the fish only came in after the nets were up. This is shown by the large quantity of fish reported in the rivers. The prices were lower than those of the previous year. Fly fishermen had good sport, they were well satisfied, and report the rivers well stocked. Spring herring were good, plentiful ; they were of large size ; very few were salted except for bait. Herring were abundant all along the coast throughout the whole season. Fishermen report that they never saw them more plentiful. It seems strange that these fish are not put up in large quantities for consumption. Squid were plentiful, but the fishermen generally used herring. Capelin and launce were scarce. Cod fishing commenced about the 25th May. The catch shows a slight decrease as compared with that of 1906. This seems due to the fact that not nearly so many boats fished, owing to so many of the fishermen working at the mills and on the railroad. Fish were abundant all along the coast throughout the whole season. The season was a most peculiar one, as we had rain every other day from May to November. One blessing for the fishermen was that the weather was cold, consequenty there was very little bad or inferior fish. The price of cod fell towards the end of the season. This was due to the foreign markets, and was considerably lower than in 1906.

Mackerel have again shown no appearance on the coast.

Lobsters show a slight decrease compared with the previous year, but the size seemed larger.

Smelt show quite an increase over last year, but the prices were a great deal lower. This was due to the American markets where most of this fish is shipped.

Mr. Louis Letourneau, F. O., Mont Louis, reports that in spite of the fact of the exceptionally bad weather, the season was a prosperous one among the fishermen. Salmon were not taken in as large quantities as usual by the net fishermen, but they were abundant in the rivers, Herring were not quite as plentiful as in some previous

years, and they were small. However, those who were supplied with suitable small meshed nets had all they wanted for bait. Herring bait was scarcer at Grande Vallée than elsewhere. Though the quantity of cod caught was less than in 1906 yet the fishermen really did better, as the price was higher. These fish struck two weeks later than usual, but were abundant all the season right up to the middle of November, when it became too cold to continue fishing. We did not see any capelin, white whales, squid or mackerel.

Mr. Jos. Chevrier, F. O., Southern Subdivision of Magdalen Islands, reports, that fewer seals were taken on the ice than in 1906. Spring herring were as abundant as usual, but the fishermen did not find as great a demand for them. The buyers from the United States and the maritime provinces could not reach the islands in time, owing to the ice. The spring mackerel fishery was good both in quantity and price. The lobster catch was not as good as was expected. The pack exceeded that of last season, but this was due to their having been more traps fished. Some packers did well during the September fishing, but the exposed position of these islands prevents most of the packers from operating during the fall season. The general opinion at the islands is that this fall fishing should be discontinued. There was some attempt made to poach in the lagoons, but with the aid of the extra guardians it was stopped. The cod fishery was an average one ; the demand for cod was great and the prices paid were high.

Mr. B. Thériault, F. O., Northern Subdivision of Magdalen Islands, reports, that the catch of seals was not a large one—the ice conditions keeping the seals too far off shore. Spring herring struck in Pleasant Bay on the 5th May—but the ice remained about the islands until the 20th May. The fishing began later than usual but it was exceptionally good. Although lobster fishing began very late owing to the ice, fishermen had great hopes—unfortunately great wind storms destroyed the greater part of their fishing gear. The fall catch was not large—the total yield being of small importance, and inferior to that of last year. Spring mackerel appeared at the islands at the end of June, after the discouraged fishermen had had their nets out for several weeks, they became abundant, and the catches were very good for several days. In the fall the fishing with lines was not as good as the preceding year, as the weather was not as favourable. Cod appeared in pretty large quantities from the 20th June up to the beginning of October, the fishermen made large catches ; after that date they became scarce. Wind being prevalent in the fall, fishermen only went out at rare intervals. There were no violations of the Fisheries Act.

Mr. Napoleon Comeau, F. O., reports for the Godbout subdivision, from Saguenay to Jombons, that the fishing began very late, the first salmon being taken in the nets on the 3rd June—(nearly three weeks later than usual). The weather was cold and the ice in the rivers only broke up late in May. In June the rivers were still high, and bringing down lots of debris, this coupled with strong and continuous gales of easterly wind caused a great deal of damage to the fishermen, many losing the whole of their gear and even some boats—either carried away or washed ashore. One man stated that he had lost 19 days (between 1st June and 30th July) from bad weather. As a natural consequence there was an immense falling off in the catch, it being only about one-third that of last year. Probably from the same cause, no capelin was observed on this part of the coast. However, to make up for this in some way—the cod, halibut, and herring fishery was good, the yield being nearly two thirds above the average. Very little halibut was salted this season ; most of it was shipped fresh in cold storage to Quebec and Montreal. Herring were very abundant but small in size. For some unknown reason the white whales or porpoises were scarce from Manicouagan eastward—though west of the above place they were as abundant as usual. Dogfish, the genuine kind, and the so called dog fish, viz , the Greenland shark were more in evidence than in the past. It looks as if they were gradually increasing in the St. Lawrence. Two or three small schools of mackerel were seen, but only a few were taken with hook and line or in the herring nets. A few large sized shad were taken in the salmon nets in the early

part of the season. Smelt and sardines (small herring) were taken west of Manicouagan. Very little seal hunting or netting is now done owing to the low price of oil ; still a fair number have been killed mostly of the harbour seal variety. The Greenland and hooded seals are disappearing rapidly from the waters of the St. Lawrence. The different fishery regulations were well observed.

Mr. Theo. Migneault, F. O., from Moisie Subdivision, reports that salmon net fishing began on May 30, and closed wi h the end of July—the net fishing in the waters of the Moisie was good. Mr. Adams and his five friends from Boston took 405 salmon with the fly. The cod fishing was smaller than in 1906, this was due to bad weather, the price however was high, fishermen getting from $5.50 to $5.65 per cwt. The fishermen gave up early and went to work at the pulp-mills. Herring were abundant in the spring but rare in the fall. A few schools of mackerel were seen off this part of the coast. (489 seals) were killed by Indians and white hunters about the islands during the course of the summer.

Seventy-seven (77) whales were taken by the Quebec Steam Whaling Co. of Seven Islands, yielding about 25,000 galls. of oil.

Mr. Richard Joncas, F. O., Natashquan, reports the salmon fishing began on June 5, the estuary fishing in Natashquan, Agwanus and Nabisippi rivers was small owing to the high water during the season. The first cod was caught on June 5. The capelin arrived a few days later, but they only remained on the coast for two days. Most of the cod were caught on herring and clams, the cod fishing was therefore below the average. The regulations were well kept, and all went well.

INLAND FISHERIES BY INSPECTOR RIENDEAU.

Montreal, April 30, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I hereby respectfully submit my report for my district for the year 1907.

In the counties of Champlain and St. Maurice, I am glad to state that the laws on fisheries have been pretty well respected, scarcely any abuses, and though the fish crop has not been a success, yet there will be in the near future a satisfactory improvement if the people continue in their reform and to convince themselves that it is in their own interest. It is to be hoped they shall do so.

In the county of Nicolet and all along the St. Lawrence the fish becomes scarcer every year. Several old fishermen told me they intended to abandon the fishing industry, as they could not earn a living by it. They assign this failure to the too large number of hoop-nets, seines and gill nets ; and right they are, in my opinion.

In the counties of Yamaska and Richelieu, no progress in fishing can be ascertained. Most of the fish brought to the markets in Montreal were carp of the kind known as *suckers* and very small at that. No more of those nice carp which we used to see in previous years. There are over 1,000 hoop nets in that part of my district besides seines, gill nets and the numberless hooks of night lines.

I interviewed some of the principal fishermen. All are grateful to the government for the regulations made about the length of the fish. In their opinion, this measure should have been adopted for some time, but what is badly needed now, is a regulation concerning the meshes of net which should be, as they say, 1½ inch square and 3 inches in extension for hoop nets and seines.

The hoop net fishermen throw all the blame on the fish seiners and *vice-versa*. If I am permitted to express an opinion, I should say that both are fish destroyers, the one as bad as the other, and the same may be said of the gill nets, at least in my district. There is also the minnow net, which is a most destructive implement, as it catches indifferently thousands and thousands of young bass, maskinongé, doré, whitefish, etc., etc. that serve to bait the night lines. It should be prevented. If some measure

could be taken to oblige the sportsmen or other people to use a scoop net and catch only the necessary quantity of minnows, the damage done should be a great deal less.

In the counties of Berthier and Maskinongé no progress can be reported. If something, the situation is worse than in the other places above mentioned.

In the lakes St Louis, Two Mountains and St. Francis the prospects are more encouraging, principally in lake St. Louis, in the county of Chateauguay and in Beauharnois. It is evidently due to the prohibition of fishing with nets in these different places, to the great satisfaction of the public who also acknowledge the wisdom of the new regulations issued last September. Mr. Hyacinthe Lussier, an old fisherman of Chateauguay Basin who fishes every summer for sturgeon in Lake St. Francis, said to me:—"The law is against me, this time, but I sincerely admit that it is right. I have "been catching sturgeons for 45 years and opened thousands of them; I never found "any eggs in sturgeons three feet long and very few in those of 42 inches in length. Had "this law been adopted 15 to 20 years ago we should have better fish and of better "quality than now. Fishermen who are against this law do not understand their own "interest."

As soon as all kinds of nets shall have been prohibited in lake St. Peter and St. Lawrence river from Quebec to the boundary line, a great change shall be coming and everybody shall gladly acknowledge it.

Finally I would suggest that fishing should be prohibited in small rivers, brooks or bays which are visited by the fish in the spawning season. I am convinced that should such a measure be taken, the results would be most satisfactory.

Hoping these few remarks shall be favourably accepted.

I am, sir,
Your obedient servant,

JOS. RIENDEAU,
Inspector of Fisheries.

REPORT ON THE INLAND FISHERIES OF QUEBEC FOR THE YEAR 1907, BY INSPECTOR A. H. BELLIVEAU.

OTTAWA, April 29, 1908.

To the Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit my annual report on the fisheries of my district for the year 1907.

To better establish relative comparisons with those of previous years, the same limits in the inland province of Quebec have been adhered to, even when under different officers.

As stated before, it seems difficult to secure reliable information respecting statistics of fisheries, when the authorities requiring the catch of fish, for publication only, differ from the provincial officers, who deliver permits to fishermen.

The latter have no special forms for that purpose, and even with the former, it is all a work of estimation furnished by a few of good will. The supplying of proper and correct statistical information, far from large markets, is often a matter of concealment by the producer. Its inaccuracy is also attributed to the negligence of many fishermen, who still fear that by giving high returns of fish captured the season before, their license, although under another government, might be increased in proportion to their capture.

To try an improvement in that line a new way of keeping data for fishing returns will be inaugurated in the prinicipal fishing districts of the inland portion of Quebec. Should it prove a success there, it will be an easy matter to introduce the new system to other localities.

North Shore : In that part of my district, north of Quebec city, extending to and including the famous *Saguenay river*, it is reported that much less poaching for salmon was indulged in, than during the previous season. The local fishery officer of Tadoussac (a good man) informs me that he only secured and seized a few illegally set nets for salmon, not the third number of previous years. Salmon did not seem as plentiful as in other seasons, especially around the Saguenay and its tributaries.

Quite a few white whales *(belugas)* were noticed at the mouth of the Saguenay, but few were reported captured.

In *Lake St. John*, from which the Saguenay flows, fish were reported plentifully, and a large catch returned by the local officer there.

Even with the prohibition of netting in these waters by the provincial authorities, it is claimed that the quantity of nearly all kinds of fish is in excess of that of the previous year. Either former catches were undervalued or the past season was a very good one, even if the prohibition of nets existed. The Indians near Roberval still have the privilege of netting on their reserve.

The Dominion Fishery Officer Catellier, of Tadoussac, is now of opinion that salmon may go to the sea and again ascend the Décharges to the Lake St. John ; as specimens that have been captured there would indicate a greater number of years than fry have been planted therein. He is now endeavoring to have this report confirmed by reliable persons.

The *South Shore* fisheries from the eastern part of the county of Rimouski to Levis show a diminution of about $50,000, due mostly to its sea production. The cod around Matane districts shows a falling off of over 50 per cent and that of herring salted and fresh a diminution of also about 35 per cent. According to localities, the worst showing comes from the Méchins and Isle Verte districts, each showing a decline of ten thousand dollars.

The *Eastern Townships*, containing the beautiful lakes of Megantic, Memphremagog, Massawippi, Alymer, St. Francis, Brompton, Brome and others are not sufficiently protected. It is true that a couple of good men are seeking to protect these fisheries by their best efforts, but they remain almost powerless in such a vast area. The best of fishery laws and regulations may ornate the statute books, but if no important means are taken to carry them out, they will produce no good results.

It seems to the undersigned that where provincial authorities issue no fishery licenses, they take little or no interest in the protection of fish in their native elements. It is unfortunate that any indifference at all should be manifested in the protection of fish and game, as it requires the good will of everybody to help in such an ungrateful and unremunerative assistance.

There are now a few good clubs for the protection of fish in existence in the Townships, and it is to be hoped they will master the situation.

Missisiquoi Bay, mostly the only place where fishing is indulged in winter time, in my division, was again seined in the spring of 1908, that is, at the end of last fiscal year. The fishermen on the Philipsburg side did very poorly, hardly paying expenses, while those of the other side, off Aird and Clarenceville realized as good fishing as ever, and quite up to the fair capture of the previous season. Difficulties were experienced in the shipping of their catch to the American markets and the doors of the Fulton market were closed to them at the request of Americans.

This prohibition was even extended to the eelweirs of Richelieu, in the vicinity of Iberville. However, the proprietors of the latter weirs have opened new markets in Chicago, which proved satisfactory, and it is very doubtfull if these eels would again take the way of New York, even if allowed, as the West is now more profitable and brings better returns.

Respectfully submitted,

A. H. BELLIVEAU,

Inspector of Fisheries.

PROVINCE OF QUEBEC—Gulf of St. Lawrence District.

RETURN showing the Number, Tonnage and Value of Boats, Nets and all Fishing Materials, &c., in the County of **Bonaventure**, Province of **Quebec**, for the Year 1907.

RESTIGOUCHE SUBDIVISION (Tide Head to Maguasha).

Number.	Districts.	Fishing Boats.			Fishing Gear or Materials.										Lobster Plant.		Kinds of Fish.			
					Gill Nets.			Seines.			Trawls.		Hand Lines.		Canneries.					
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh lb.	Number.
	Bonaventure County.		$				$			$		$		$		$				
1	Restigouche Subdiv., Tide Head to Maguasha	22	450	50	25	5000	5000	..	.....	.....	..	.....	...	.....	.....	.....	70000	50	3000	1

BONAVENTURE SUBDIVISION (Maguasha to Paspebiac Point).

1	Maguasha and Nouvelle	10	200	20	50	1000	500	....	.....	...	.....	.....	40	20	.. .	.. ..	10000	100	4000	1
2	Carleton	20	400	40	100	2000	1000	5	150	150	....	. ..	40	20	1	100	40000	250	4000	2
3	Maria	25	500	50	100	2000	1000	....	.. ...	....	....	.....	40	20	.. .	.....	50000	700	5000	3
4	New Richmond and Black Capes	10	200	20	50	1000	500	....	.....	.....	.....	.....	10	5	....	.....	45000	200	3000	4
5	Capelin	70	1200	140	100	2000	1000	6	160	160	....	.. ..	160	50	1	200	...	500	4000	5
6	Bonaventure	75	2250	150	200	4000	2000	10	300	300	4	40	130	65	1	200	20000	300	5000	6
7	New Carlisle	10	300	20	30	600	300	....	.....	.....	.....	.....	40	20	.....	.....	1500	30	3000	7
8	Paspebiac	80	2000	160	100	2000	1000	4	140	140	30	300	200	100	...	.....	.....	50	4000	8
	Totals	300	7050	600	730	14600	7300	25	650	750	34	340	600	300	3	500	166500	2130	32000	

PORT DANIEL SUBDIVISION (Paspebiac Point to Point Macquereau).

1	Hopetown	60	2400	110	110	2600	1500	13	350	475	40	800	.....	.....	2	600	.....	200	.....	1
2	Nouvelle	80	2600	135	150	3100	1800	17	425	600	50	1000	.....	.....	2	700	.....	200	.....	2
3	Shigawake	30	600	60	60	1500	750	16	400	520	15	300	.....	.....	....	....	500	100	....	3
4	Port Daniel	210	6000	345	450	8000	9000	25	1000	1200	150	2500	.....	.....	2	700	26000	200	.....	4
5	Anse à Gascon	195	7800	320	500	8000	10000	18	450	760	160	3600	.....	.....	1	300	5000	300	..	5
	Totals	575	19400	970	1270	23200	23050	89	2625	3555	415	8200	.....	.. ..	7	2300	31500	1000	...	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Bonaventure**, Province of **Quebec**, for the Year 1907.

RESTIGOUCHE SUBDIVISION (Tide Head to Maguasha).

Number.	Districts.	Kinds of Fish.															Total Value of all Fish.	Number.
		Herring, smoked, lb.	Lobster, preserved in cans, lb.	Lobster, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues & sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Eels, brls.	Tom cod or frost fish, lb.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.		
	Bonaventure County.																$ cts.	
1	Restigouche Subdiv., Tide Head to Maguasha			15					3000		75000		30000			1000	16,280 00	1

BONAVENTURE SUBDIVISION (Maguasha to Paspebiac Point).

1	Maguasha and Nouvelle				50					500				20	20	1000	2,801 00	1
2	Carleton		720	20	50					400				20	20	1500	8,532 00	2
3	Maria	600			120							30		50	30	4000	13,612 00	3
4	New Richmond and Black Capes			10	40					2000	3000	15		15	15	700	8,787 00	4
5	Capelin	1500	5840	10	2500	2000		75						1400	160	5000	18,217 00	5
6	Bonaventure	10000	4800	15	3000	4	2000	60		2000	5000			1800	200	8000	25,215 00	6
7	New Carlisle			10	700									300	150	750	4,280 00	7
8	Paspebiac			10	3000	5	1000	100	600					2000	250	1000	15,730 00	8
	Totals	12100	9360	75	9460	9	6000	235	600	4900	8000	45		5605	845	21950	97,174 00	

PORT DANIEL SUBDIVISION (Paspebiac Point to Point Macquereau).

1	Hopetown	3000	15408		1400			200	2000	2000				1000	300	1900	14,132 40	1
2	Nouvelle	3500			1900	16		150	2500	3000				1400	400	1200	12,300 00	2
3	Shigawake	2000	18240		650			50	500					375	100	2000	10,424 50	3
4	Port Daniel	8000	16512		3600	12		300	3000	3000	15000			2400	1000	1700	31,203 60	4
5	Anse à Gascon	1000	3072		5500	20		300	3500		3000			3600	2000	1200	34,071 60	5
	Totals	17500	53232		13050	48		1000	11500	8000	18000			8775	3800	6400	102,132 10	

RETURN showing the Number and Value of Vessels and Boats, Nets, &c., in the County of **Gaspé**, in the Province of **Quebec**, for the Year 1907.

GRAND RIVER SUBDIVISION (Point Macquereau to Barachois.)

Number.	Districts.	Fishing Boats.			Fishing Gear or Materials.										Lobster Plant.		Number.
		Boats.			Gill Nets.			Seines.			Trawls.		Hand Lines.		Canneries.		
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	
	Gaspé County.		$				$			$		$		$		$	
1	Newport	150	4180	391	368	6800	3680	2	70	60	55	560	1200	600	2	700	1
2	Pabos	33	1100	83	90	1800	900	4	150	120	20	200	175	87	2	500	2
3	Grand River	100	6000	320	340	6800	3400	5	200	120	97	1720	800	400	2	1100	3
4	Cape Cove	121	5500	270	330	6660	3330	4	120	120	47	650	600	300	1	1000	4
5	Percé and Bonaventure Island	69	4000	130	100	2000	1660	2	60	50	....	.....	300	150	1	400	5
6	Corner of Beach	14	700	30	42	840	100	4	150	450	2	50	80	40	1	700	6
	Totals	487	21480	1224	1270	24900	13370	21	750	920	221	3180	3155	1517	9	4400	

GASPÉ BAY SUBDIVISION (Barachois to Fame Point.)

1	Barachois	42	2520	94	87	1305	1218	9	450	360	....	.....	253	101	....	.....	1
2	Malbaie	61	3660	108	108	1620	1512	10	500	400	....	.....	324	130	1	500	2
3	Point St. Peter	21	1260	30	25	375	350	2	100	80	.....	.....	72	29	.....	.....	3
4	Chien Blanc to Sandy Beach	152	9120	283	281	4215	3934	15	750	600	....	.....	828	331	3	1100	4
5	Gaspé North and South	5	300	7	6	90	84	....	....	....	.....	.....	18	7	.....	.....	5
6	Peninsula and Little Gaspé	52	3120	82	80	1200	1120	5	250	200	....	.....	240	96	....	.....	6
7	Grande Grève to Ship Head	44	2640	60	60	900	840	3	150	120	.....	.....	153	62	....	.....	7
8	Cape des Rosiers to Jersey Cove	108	6480	201	201	3015	2814	4	200	160	....	...	615	246	1	250	8
9	Griffin Cove	69	4140	131	131	1965	3234	1	25	40	.....	.....	393	157	....	.....	9
10	Fox River	123	7380	235	235	3525	3290	6	300	240	....	....	705	282	.....	.....	10
11	Little Cape to Echourie	40	2440	76	76	1140	1036	.....	.....	.....	.....	.....	228	91	....	.....	11
12	Point Jaune to Fame Point	67	4020	116	116	1740	1624	....	.....	.....	.....	.....	345	138	.....	.....	12
	Totals	784	47080	1423	1406	21090	21056	55	2725	2200	.....	.....	4174	1670	5	1850	

RETURN showing the kinds and quantities of Fish and Fish Products in the County of **Gaspe**, in the Province of **Quebec**, for the year 1907.

GRAND RIVER SUBDIVISION (Point Macquereau to Barachois.)

Number.	Districts.	Kinds of Fish.								Fish oil, galls.	Fish as bait, brls.	Total Value of all Fish.	Number.
		Salmon, fresh, lb.	Herring, salted, brls.	Mackerel, fresh, lb.	Lobsters, preserved in cans, lb.	Cod, dried, cwt.	Haddock, dried, cwt.	Halibut, lb.	Smelts, lb.			$ cts.	
	Gaspé County.												
1	Newport	5180	200	.....	17232	5240	60	1000	7000	2620	1000	33,342 60	1
2	Pabos	21800	10	.....	13392	1500	10	2000	10000	750	400	15,637 60	2
3	Grand River	6000	1378	600	13536	9000	90	500	7000	4500	1800	56,453 80	3
4	Cape Cove	.....	250	.....	24000	7000	10	.....	.....	3500	1400	43,005 00	4
5	Percé and Bonaventure	.....	100	.....	4800	4500	10	.....	.....	2250	900	24,195 00	5
6	Corner of Beach	14313	20	.....	8304	1200	.....	.....	2000	600	350	10,933 45	6
	Totals	47295	1958	600	81261	28440	180	3500	26000	14220	5850	183,567 45	

GASPÉ BAY SUBDIVISION (Barachois to Fame Point.)

1	Barachois	2500	118	.....	.....	2723	.....	.....	4512	1815	378	14,496 60	1
2	Malbaie	950	373	.....	9360	4109	.....	.....	.....	2739	1137	25,646 70	2
3	Point St. Peter	.....	93	.....	.....	940	.....	.....	.....	627	283	5,261 10	3
4	Chien Blanc to Sandy Beach	18370	699	.....	11904	7650	.....	.....	.....	5103	2180	48,698 10	4
5	Gaspe North and South	29462	23	.....	.....	234	.....	.....	59015	156	78	8,690 35	5
6	Peninsula and Little Gaspe	12640	75	.....	.....	2418	.....	.....	.....	1612	410	14,213 10	6
7	Grande Grève to Ship Head	1027	168	.....	.....	2282	.....	.....	.....	1521	530	12,430 35	7
8	Cape des Rosiers to Jersey Cove	.....	476	.....	2400	5467	.....	.....	.....	3645	1468	30,759 00	8
9	Griffin Cove	.....	447	.....	.....	4366	.....	.....	.....	2911	1392	24,619 80	9
10	Fox River	.....	502	.....	.....	6414	.....	.....	.....	4276	1575	34,767 30	10
11	Little Cape to Echourie	.....	169	.....	.....	2541	.....	.....	.....	1694	533	13,502 70	11
12	Point Jaune to Fame Point	.....	259	.....	.....	3109	.....	.....	.....	2073	813	16,997 40	12
	Totals	64949	3402	.....	23661	42253	.....	.....	63527	28172	10777	250,082 50	

RETURN showing the Number, Value of Boats, Nets, &c., in the County of Gaspé, in the Province of Quebec, for the Year 1907.

MONT ST. LOUIS SUBDIVISION (Fame Point to Claude River).

Number.	Districts.	Fishing Boats.			Fishing Gear or Materials.					Kinds of Fish.								Total Value of all Fish.	Number.
					Gill Nets.			Hand Lines.											
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Halibut, lb.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.		
	Gaspé County.		$				$		$									$ cts.	
1	Grand Etang	10	450	17	60	1200	700	34	68	.....	50	850	...	500	800	150	10	4,570 00	1
2	St. Yvon	24	1200	62	100	3000	1800	84	168	.....	100	2200	....	3000	1600	550	20	11,965 00	2
3	Chlorydorme	36	1600	58	120	3600	2500	116	232	1000	200	2700	11	14000	1800	500	30	16,015 00	3
4	Petite Anse to Frigate Point	33	650	55	100	3000	1700	110	220	.....	100	1600	....	24000	1200	450	20	11,095 00	4
5	Grande and Little Vallée	60	2200	94	170	5100	2800	188	344	500	150	2500	10	22000	2000	850	30	16,190 00	5
6	Magdalen River	27	600	41	70	2100	1000	82	164	3000	75	560	.. ..	200	600	300	20	3,697 50	6
7	Manche d'Epée and Gros Mâle	42	750	62	95	2850	1450	124	248	2000	225	1460	4	3000	650	400	20	9,027 50	7
8	Anse Pleureuse and Mont Louis	64	2850	95	229	6400	5200	190	380	7000	500	2075	6	11800	1400	500	120	15,107 50	8
9	Rivière à Pierre and Claude	63	800	89	125	3750	2600	178	356	4600	350	1225	...	4000	650	325	100	8,910 00	9
	Totals	359	11100	573	1060	31000	19750	1106	2180	18100	1750	15110	31	82500	10700	4025	370	96,577 50	

RETURN showing the Number, Value of Boats, Nets, &c., in the County of Gaspé, in the Province of Quebec, for the year 1907.

STE. ANNE DE MONTS SUBDIVISION (Claude River to Cape Chatte).

Number.	Districts.	Fishing Boats.			Fishing Gear and Materials.					Kinds of Fish.						Total Value of all Fish.	Number.
					Gill Nets.			Hand Lines.									
		Number.	Value.	Men.	Number.	Each res.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Cod, dried, cwt.	Halibut, lb.	Fish oil, galls.	Fish as bait, brls.		
	Gaspé County.		$				$		$							$ cts.	
1	Marsouis and Martin River	2	26	2	4	96	45	4	4	1000	7	15		12	4	258 60	1
2	Cap au Renard and Anse à Jean	4	17	5	8	180	56	10	10		12	100	660	55	14	736 50	2
3	Ste. Anne's	90	1466	126	138	3691	198	252	252	63 0	1559	1534	5215	1250	260	16,159 00	3
4	Cape Chatte	35	658	52	41	1033	592	104	104	10600	319	724	15690	510	147	8,226 00	4
	Totals	131	2197	185	191	4910	2680	370	370	17960	1927	2373	21505	1827	425	25,380 10	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of **Gaspé**, Province of **Quebec**, for the Year 1907.

MAGDALEN ISLANDS SUBDIVISION—SOUTH.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.														Lobster Plant.		Number.
		Vessels.				Boats.			Gill Nets.			Seines.			Trap Nets.		Trawls.		Hand-lines.		Canneries.			
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.		
	Gaspé County.			$			$				$			$		$		$		$		$		
1	Entry Island					11	300	24	150	3000	1200								70	30	1	75	1
2	Amherst Island	5	76	2000	21	140	5000	375	300	5000	9800	10	2500	3260			35	375	1000	225	4	9700	2
3	Grindstone Island					271	2775	728	600	12000	6000	10	1850	3360	13	7800	50	500	1500	560	12	12500	3
	Totals	5	76	2000	21	422	8075	1127	1050	20000	17000	20	4350	6620	13	7800	85	875	2570	815	17	22275	

MAGDALEN ISLANDS SUBDIVISION—NORTH.

1	All Right Island	2	38	1000	10	65	3250	300	200	6000	4000				7	3500			300	60	7	6200	1
2	Grand Entry Island					130	2300	200	100	3000	1000				20	8000			500	100	29	26000	2
3	Grosse Isle					30	1000	60	15	400	120	1	250	300					200	40	3	3000	4
4	Bryon Island					10	400	20	10	300	80								40	10	1	500	5
5	Wolf Island																							
	Totals	2	38	1000	10	235	6950	580	325	9700	5200	1	250	300	27	11500			1040	210	40	35700	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Gaspé**, Province of **Quebec**, for the Year 1907.

MAGDALEN ISLANDS SUBDIVISION—SOUTH.

Number.	Districts	Kinds of Fish.															Total Value of all Fish.	Number.
		Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, dried, cwt.	Halibut, lb.	Eels, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.		
	Gaspe County.																$ cts.	
1	Entry Island	90	.....	.....	.....	318	.....	35	.....	.....	.....	.....	25	55	.....	.....	5,422 50	1
2	Amherst Island	.....	5000	.....	15600	3987	113544	2887	15	.....	1500	40	19260	12570	200	6550	142,402 20	2
3	Grindstone Island	.....	20000	50000	.....	2885	149965	3520	.....	.....	7500	32	40600	5882	1200	13000	144,227 50	3
	Totals	90	25000	50000	15600	7190	263509	6442	15	.....	9000	72	59885	18507	1400	19550	292,052 20	

MAGDALEN ISLANDS SUBDIVISION—NORTH.

1	All Right Island	.....	6000	100000	5600	2000	100000	600	.....	.....	.....	.....	3600	15000	500	1200	90,762 00	1
2	Grand Entry Island	500	4000	.....	5000	3000	150200	1000	.....	200	.....	.....	1900	12000	500	600	117,620 00	2 3
3	Grosse Isle	.....	.....	.....	.....	350	62400	150	.....	.....	.....	.....	980	1240	.....	300	27,174 00	4
4	Bryon Island	.....	.....	.....	.....	30	12000	20	.....	.....	.....	.....	105	300	.....	35	4,665 25	5
5	Wolf Island																	
	Totals	500	10600	100000	10600	5380	324600	1770	.....	200	.....	.....	6585	28540	1000	2135	240,221 25	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of **Saguenay**, Province of **Quebec**, for the Year 1907.

GODBOUT SUBDIVISION (Tadoussac to Jambons).

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear and Materials.													Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Trawls.		Weirs.		Hand-Lines.			
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.		
	Saguenay County.			$			$				$			$		$		$		$		
1	Colombiers to Bersimis	2	19	450	5	13	260	31	19	1048	1048	....	....	....	....	....	3	150	10	5		1
2	Pointe aux Outardes to Godbout	3	34	625	6	31	620	52	47	2300	2300	2	225	200	2	60	1	50	210	105		2
3	Pointe de Monts to Jambons	2	25	375	7	123	2466	102	131	6100	6100	5	200	200	4	280	....	....	235	117		3
	Totals	7	78	1450	18	167	3340	185	197	9448	9448	7	425	400	6	340	4	200	455	227		
	MOISIE SUBDIVISION (Jambons to Pigou).																					
1	St. Margaret's	....	....	....	....	5	400	12	6	958	900	1	60	55	....	....	....	....	20	10		1
2	Seven Islands	1	250	12000	10	29	1300	59	12	1895	1450	3	125	200	....	....	....	....	120	60		2
3	Moisie	....	....	....	....	25	1200	54	34	3258	3000	3	185	250	....	....	....	....	110	55		3
4	Pigou	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....		4
	Totals	1	250	12000	10	59	2900	125	52	6111	5350	7	370	505	....	....	....	....	250	125		
	MINGAN SUBDIVISION. (Pigou to St. Charles).																					
1	River aux Graines and Chaloupe	....	....	....	....	26	1300	51	8	240	150	3	105	225	....	....	....	....	153	90		1
2	Sheldrake	....	....	....	....	26	1200	33	6	180	120	4	140	240	....	....	....	....	114	68		2
3	Thunder River	....	....	....	....	56	3360	124	15	375	375	8	240	600	....	....	....	....	363	217		3
4	Dock to Jupitagan	....	....	....	....	13	910	27	....	....	....	2	70	150	....	....	....	....	81	48		4
5	Magpie	....	....	....	....	32	2560	75	8	240	150	5	175	375	....	....	....	....	225	135		5
6	St. John's River	....	....	....	....	44	3520	107	6	600	600	6	210	450	....	....	....	....	321	192		6
7	Long Point, Mingan and Romaine	....	....	....	....	30	2700	74	4	400	400	4	140	240	....	....	....	....	222	127		7
8	Esquimaux Point to St. Charles	....	....	....	....	69	6900	183	10	300	160	8	280	616	....	....	....	....	549	329		8
	Totals	....	....	....	....	296	22450	676	57	2335	1955	40	1360	2896	....	....	....	....	2028	1206		

RETURN showing the kinds and quantities of Fish and Fish Products in the County of **Saguenay**, Province of **Quebec**, for the Year 1907.

GODBOUT SUBDIVISION (Tadoussac to Jambons).

Number.	Districts.	Kinds of Fish.																		Total Value of all Fish.	Number.
		Salmon, fresh, lb.	Salmon, salted, brls.	Herring, salted, brls.	Herring, fresh, lb.	Lobsters, preserv'd in cans, lb.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Halibut, lb.	Trout, lb.	Smelts, lb.	Eels, brls.	Sardines, brls.	Whale, No.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Porpoises, No.		
	Saguenay County.																			$ cts.	
1	Colombiers to Bersimis	18000	5	27	....	....	....	....	....	1200	950	1	14	....	3	177	....	....	307	....	3,558 85	1
2	Pointe aux Outardes to Godbout	13000	15	203	....	....	154	....	3230	1900	2500	....	....	....	15	921	36	45	59	2	4,884 05	2
3	Pointe des Monts to Jambons	32500	2	250	..	1824	1070	6	38245	3700	....	....	....	....	56	892	175	40	264	....	16,638 80	3
	Totals	63500	22	480	....	1824	1224	6	41475	6800	3450	1	14	....	74	1990	215	85	630	2	25,081 70	
	MOISIE SUBDIVISION (Jambons to Pigou).																					
1	St. Margarets	9240	....	18	....	....	312	....	2150	450	....	....	12	....	....	180	25	....	39	....	3,307 25	1
2	Seven Islands	29061	....	320	2400	....	832	10	10139	....	....	....	....	77	....	231390	195	30	239	....	80,704 30	2
3	Moisie	213240	....	....	....	....	749	....	12800	700	....	....	....	....	....	347	130	30	158	....	37,218 10	3
4	Pigou	....	....	4	....	....	25	....	2140	....	....	....	....	....	....	40	12	....	53	....	440 75	4
	Totals	251541	....	342	2400	....	1918	10	27229	1150	....	....	12	77	....	231957	362	60	489	....	121,670 40	
	MINGAN SUBDIVISION (Pigou to St. Charles).																					
1	River aux Graines and Chaloupe	600	....	....	....	....	2340	....	1960	....	....	....	....	....	....	1260	300	....	20	....	11,669 00	1
2	Sheldrake	....	....	....	....	....	2200	....	6900	....	....	....	....	....	....	600	300	....	10	....	11,232 50	2
3	Thunder River	5400	....	26	..	....	4500	....	12550	....	....	....	....	....	....	2300	750	....	....	....	24,247 00	3
4	Dock to Jupitagan	1000	....	....	....	....	695	....	1000	600	....	....	....	....	....	350	200	....	15	....	3,861 25	4
5	Magpie	7100	....	....	..	....	3880	....	900	500	....	....	....	....	....	1500	500	....	20	....	19,890 00	5
6	St. John's River	7000	....	....	....	....	3960	....	2950	1000	....	....	....	....	....	2000	600	....	20	....	20,790 00	6
7	Long Point, Mingan and Romaine	13700	....	....	....	....	2000	....	....	500	....	....	....	....	....	1100	450	....	50	....	12,172 50	7
8	Esquimaux Point to St. Charles	....	....	50	....	2450	3262	....	17500	....	....	....	....	....	....	2800	600	....	310	....	19,966 50	8
	Totals	34800	....	76	....	2450	22937	....	43760	2600	....	....	....	....	....	11910	3700	....	445	....	123,828 75	

RETURN showing the Number and Value of Vessels and Boats, Nets, &c., in the County of **Saguenay**, Province of **Quebec**, for the Year 1907.

NATASHQUAN SUBDIVISION (St. Charles to Natashquan Point).

Number.	Districts.	Fishing Vessels and Boats.			Fishing Gear or Materials.										Lobster Plant.					
		Boats.			Gill Nets.			Seines.			Trap Nets.		Hand Lines.		Canneries.		Traps.			
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Persons employed in canneries.	Number.
	Saguenay County.		$				$			$		$		$		$		$		
1	Piashtre Bay	6	650	12	3	220	220	1	50	90	....	.....	24	12	2	525	375	375	10	1
2	Watsheeshoo and Pashashiboo	1	125	1	3	110	100	....	....	....	....	...	....	....	....	....	....	....	....	2
3	Agwanish and Nabisippi	25	2500	60	4	320	300	4	200	270	....	.....	240	120	2	500	325	325	9	3
4	Mission Island	8	800	20	...	....	....	2	100	180	....	.....	80	40	..	.....	.. ..	.. ..	.. ..	4
5	Natashquan	40	5000	120	5	600	600	8	400	720	...	.....	480	220	....	....	....	....	.....	5
	Totals	80	9075	213	15	1250	1220	15	750	1260	...	.....	824	392	4	1025	700	700	19	
	ROMAINE SUBDIVISION (Natashquan Point to Cape Whittle).																			
1	Kegashka	6	725	10	10	250	116	1	45	50	....	...	24	10	1	50	200	200	3	1
2	Washeecootai	3	75	3	5	300	100	....	....	....	....	.....	....	....	....	....	....	....	....	2
3	Romaine	9	390	10	9	275	100	1	45	50	1	200	20	10	1	100	200	150	5	3
4	Cocoachoo	9	750	13	11	300	132	1	45	50	1	250	30	15	3	500	500	400	15	4
	Totals	27	1940	36	35	1125	448	3	135	150	2	450	74	35	5	650	900	750	23	
	ST. AUGUSTIN SUBDIVISION (Cape Whittle to Chicatica).																			
1	Etamamu and St. Mary's	8	200	8	10	500	250	1	50	100	....	.....	50	15	....	....	....	....	....	1
2	Harrington	78	1600	112	18	1000	700	6	300	300	8	3000	390	150	1	50	100	60	2	2
3	Little Meccatina and Whale Head	41	750	60	16	1200	800	5	250	300	6	2200	246	85	4	200	500	300	16	3
4	Mutton Bay	80	1500	115	10	800	750	6	300	300	6	2000	480	100	..	.....	.....	.. ..	....	4
5	Meccatina to Tabatière	65	1400	110	10	1000	900	12	600	600	12	3600	325	85	....	.....	....	...	.. .	5
6	Fonderie à Fecteau to St. Augustin	30	700	40	20	2000	1000	4	200	200	2	500	120	50	....	... .	.. ...	.....	.....	6
7	Point à Giroux to Chicatica	10	300	15	10	1000	600	2	100	50	1	200	50	30	....	.	.....	...	.. ..	7
	Totals	312	6450	460	94	7000	5000	36	1800	1850	35	11500	1661	515	5	250	600	360	18	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Saguenay**, Province of **Quebec**, for the Year 1907—*Continued.*

NATASHQUAN SUBDIVISION (St. Charles to Natashquan Point).

Number.	Districts.	Other Fixtures used in Fisheries.				Kinds of Fish.													Total Value of all Fish.	Number.
		Smoke and fish-houses		Piers and wharfs.		Salmon, fresh, lb.	Salmon, salted, brls.	Herring, salted, brls.	Lobsters, preserved in cans, lb.	Cod, dried, cwt.	Cod, tongues & sounds, brls.	Halibut, lb.	Trout, lb.	Smelts, lb.	Eels, brls.	Fish oil, galls.	Fish as bait, brls.	Seal skins, No.		
		Number.	Value.	Number.	Value.															
	Saguenay County.		$		$														$ cts.	
1	Piashtre Bay	6	300	....	.....	.....	19	20	480	50	....	....	....	....	...	275	20	82	959 00	1
2	Watsheeshoo and Pashashiboo	1	40	...	.....	.....	17	....	2784	.....	...	....	..	.....	...	24	.....	8	1,107 40	2
3	Agwanish and Nabisippi	10	1500	15	450	... .	66	....	.....	1000	10	1000	..	.....	....	800	400	18	6,552 50	3
4	Mission Island	16	400	....	.....	.....	....	52	... .	320	...	400	..	400	....	200	100	8	1,954 00	4
5	Natashquan	40	4000	10	700	9435	135	100	.....	2000	10	400	500	600	8	1600	1000	70	15,257 75	5
	Totals	67	6240	25	1150	9435	237	172	3264	3370	20	1800	500	1000	8	2899	1520	186	25,830 65	
	ROMAINE SUBDIVISION (Natashquan Point to Cape Whittle).																			
1	Kegashka	6	200	4	200	5400	....	80	816	500	....	....	....	...	....	200	100	.. .	3,874 80	1
2	Washeecootai	....	.....	....	.....	1000	.....	.....	624	.....	.....	.....	.....	.....	.....	.....	.....	.....	337 20	2
3	Romaine	3	75	3	75	... .	25	90	768	94	. .	1200	...	..	....	50	25	.....	1,605 90	3
4	Cocoachoo	3	150	2	50	.....	10	40	4512	81	...	....	...	.....	...	40	25	...	2,097 60	4
	Totals	12	425	9	325	6400	35	210	6720	675	....	1200	...	.....	....	290	150	.....	7,915 50	
	ST. AUGUSTIN SUBDIVISION (Cape Whittle to Chicatica).																			
1	Etamamu and St. Mary's	....	.....	....	.....	.....	30	...	. .	50	....	....	..	....	....	175	50	50	865 00	1
2	Harrington	50	2000	30	500	.....	. .	165	2000	2000	....	....	.	.....	....	1075	500	25	11,446 25	2
3	Little Meccatina and Whale Head	20	700	15	500	....	10	42	4780	1500	....	....	..	.....	....	1750	350	300	9,948 00	3
4	Mutton Bay	25	2000	16	600	....	10	118	...	2300	....	....	....	.....	....	1600	600	20	12,436 00	4
5	Meccatina and Tabatière	10	750	10	750	....	25	..	.....	700	....	....	....	.....	....	2700	170	780	5,565 00	5
6	Fonderie à Fecteau to St. Augustin	2	100	2	150	.....	120	...	.....	500	..	....	3000	.....	....	1000	130	250	5,157 50	6
7	Point à Giroux to Chicatica	....	..	...	....	.....	5	..	.....	100	....	....	....	.....	....	210	60	50	740 50	7
	Totals	107	5550	73	2500	...	200	325	6780	7150	....	.....	3000	.....	....	8510	1860	1475	46,158 25	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the Quantity of Fish and Fish Products in the County of **Saguenay**, Province of **Quebec**, for the Year 1907.

BONNE ESPERANCE SUBDIVISION (Chicatica to Blancs Sablons).

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.										Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Trap nets.		Trawls.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	
	Saguenay County.			$			$				$			$		$		$	
1	Chicatica to Burnt Island					40	1905	50	12	550	335	4	160	330	8	3100	15	60	1
2	Bonne Esperance	1	90	4500	6	60	3250	90	2	200	50	4	450	950	20	8000			2
3	Pidgeon Island to Salmon Bay					82	4000	152	26	1250	725	12	520	1200	28	10500	10	40	3
4	Little Fishery and Five League					12	600	12	4	200	100	2	80	200	3	1200			4
5	Middle Bay and Belles Amours	2	104	2000	20	46	2300	80	2	100	50				13	4900	30	120	5
6	Bradore	4	290	10000	35	55	3000	110				5	375	850	28	11000			6
7	Long Point					35	1200	45				1	50	75	14	4000			7
8	Green Island					40	2000	80				3	220	600	6	4000	40	200	8
	Totals	7	1384	16500	61	370	18255	619	46	2300	1260	31	1855	4205	120	46700	95	420	
	THE ISLAND OF ANTICOSTI.																		
1	Fox Bay					35	350	35	10	400	250				4	800			1
2	Baie Ste. Claire					11	510	15	20	800	400								2
3	Strawberry Cove					12	600	15	16	640	350				2	400			3
4	Shallop Creek					3	50	4	6	200	100								4
	Totals					61	1510	69	52	2040	1100				6	1200			

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Saguenay**, Province of **Quebec**, for the Year 1907.

BONNE ESPERANCE SUBDIVISION (Chicatica to Blancs Sablons).

Number.	Districts.	Fishing Gear or Materials.				Lobster Plant.		Kinds of Fish and Fish Products.											Total Value of all Fish.	Number.
		Smelt nets.		Hand Lines.		Canneries.		Salmon, fresh, lb.	Salmon, salted, brls.	Herring, salted, brls.	Lobsters, preserved in cans, lb.	Cod, dried, cwt.	Halibut, lb.	Trout, lb.	Eels, brls.	Fish oil, gals.	Fish as bait, brls.	Seal skins, No.		
		Number.	Value.	Number.	Value.	Number.	Value.													
	Saguenay County.		$		$		$												$ cts.	
1	Chicatica to Burnt Island	8	470	224	57	...	...	...	25	...	...	2730	...	400	...	3270	100	50	13,893 50	1
2	Bonne Esperance	6	250	240	132	...	...	...	10	...	...	7000	...	...	...	5000	400	...	33,750 00	2
3	Pidgeon Island to Salmon Bay	22	610	396	130	...	...	...	16	...	...	6700	...	400	...	4300	300	...	32,170 00	3
4	Little Fishery and Five League	6	800	48	15	...	...	...	5	...	...	1000	...	...	...	600	50	...	4,830 00	4
5	Middle Bay and Belles Amours	12	420	324	108	...	...	...	5	...	...	2900	...	...	...	1750	100	...	13,800 00	5
6	Bradore	45	2000	200	80	...	...	...	1	...	...	6500	...	400	...	4500	200	50	31,032 50	6
7	Long Point	75	2000	120	40	...	...	...	2	22	...	5500	...	...	...	5000	100	250	26,841 50	7
8	Green Island	...	...	300	150	...	...	...	2	...	...	5500	...	...	...	4000	100	...	26,130 00	8
	Totals	174	6550	1852	712	...	...	...	67	22	...	37830	...	1200	...	28420	1350	350	182,447 50	

THE ISLAND OF ANTICOSTI.

1	Fox Bay	...	...	20	10	1	16000	600	3	...	43056	16	...	...	2	...	700	...	14,193 80	1
2	Baie Ste. Claire	...	...	30	15	...	...	...	...	20	...	200	2000	...	...	100	75	...	1,332 50	2
3	Strawberry Cove	...	...	30	15	...	...	...	...	20	...	300	1700	...	...	120	100	...	1,796 00	3
4	Shallop Creek	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	45 00	4
	Totals	...	...	80	40	1	16000	600	6	40	43056	516	3700	...	2	220	875	...	17,367 30	

RECAPITULATION

Showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials in **Gulf Division** Province of Quebec, for the Year 1907.

BONAVENTURE COUNTY.

Number.	Subdivisions.	Fishing Vessels and Boats.							Fishing Gear or Materials.										Kinds of Fish.						Number.
		Vessels.				Boats.			Gill Nets.			Seines.			Trap Nets		Hand Lin's								
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Salmon, salted or smoked, brls.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	
				$			$				$			$		$		$							
1	Restigouche	....	....	.....	....	22	450	50	25	5000	5000	....	....	....	..	.....	.....	.....	70000	....	50	3000	.....	.....	1
2	Bonaventure	....	....	.....	....	300	7050	600	730	14600	7300	25	650	750	...	.....	600	300	166500	...	2130	32000	12100	.....	2
3	Port Daniel	....	....	.....	....	575	19400	970	1270	23200	23050	89	2625	3555	....	.....	2530	1260	31500	...	1000	....	17500	.....	3
	Totals	....	...	.....	...	897	26900	1620	2025	42800	35350	114	3275	4305	....	.....	3130	1560	268000	....	3180	35000	29660	.....	

GASPÉ COUNTY.

1	Grand River	....	....	.....	....	487	21480	1224	1270	24900	13370	21	750	920	....	.....	3155	1577	47295	...	1958	.....	.....	600	1
2	Gaspé Bay	....	....	...	....	784	47080	1423	1406	21090	21056	55	2725	2200	....	.....	4174	1670	64949	....	3402	.....	....	...	2
3	Mont Louis	....	....	....	...	359	11100	573	1060	31000	19750	....	....	.....	....	.....	1106	2180	18100	....	1750	..	.....	.....	3
4	Ste Anne de Monts	....	....	...	...	131	2197	185	191	4910	2680	....	.....	.....	....	.....	370	370	17960	....	1927	.....	.....	.....	4
5	Magdalen Islands, South	5	76	2000	21	422	8075	1127	1050	20000	17000	20	4350	6620	13	7800	2570	815	.....	....	90	25000	50000	15600	5
6	" " North	2	38	1000	10	235	6950	580	325	9700	5200	1	250	300	27	11590	1040	210	.....	....	500	10000	100000	10600	6
	Totals	7	114	3000	31	2418	96882	5112	5302	111600	79056	97	8075	10040	40	19300	12415	6822	148304	....	9627	35000	150000	26800	

SAGUENAY COUNTY.

1	Godbout	7	78	1450	18	167	3340	185	197	9448	9448	7	425	400	....	.....	455	227	63500	22	480	.....	.....	.....	1
2	Moisie	1	250	12000	10	59	2960	125	52	6111	5350	7	370	505	....	.....	250	125	251541	....	342	2400	.....	.....	2
3	Mingan	....	....	.....	....	296	22450	676	57	2335	1955	40	1360	2896	2	650	2028	1206	34800	....	76	.....	.....	.....	3
4	Natashquan	....	..	.....	...	80	9075	213	15	1250	1220	15	750	1260	....	.....	824	392	9435	237	172	.....	.....	.....	4
5	Romaine	....	....	.....	....	27	1940	36	35	1125	448	3	135	150	2	450	74	35	6400	35	210	.....	.....	.....	5
6	St. Augustin	....	....	.....	....	312	6450	460	94	7500	5000	36	1800	1850	35	11500	1661	515	....	200	200	325	.....	.....	6
7	Bonne Esperance	7	1381	16500	61	370	18255	619	46	2300	1260	31	1855	4205	120	46700	1852	712	...	67	22	....	.....	.....	7
8	Anticosti	....	...	...	....	61	1510	69	52	2040	1100	....	....	....	6	1200	80	40	600	6	40	.....	.....	....	8
	Totals	15	1712	29950	89	1372	65920	2383	548	32109	25781	139	6695	11266	165	60500	7224	3252	366276	567	1667	2400	.....	.....	

GRAND TOTAL OF GULF DIVISION.

1	Bonaventure County	....	....	...	....	897	26900	1620	2025	42800	35350	114	3275	4305	....	.....	3130	1560	268000	..	3180	35000	29600	.....	1
2	Gaspé County	7	114	3000	31	2418	96882	5112	5302	111600	79056	97	8075	10040	40	19300	12415	6822	148304	....	9627	35000	150000	26800	2
3	Saguenay County	15	1712	29950	89	1372	65920	2383	548	32109	25781	139	6695	11266	165	60500	7224	3252	366276	567	1667	2400	.....	...	3
	Grand totals	22	1826	32950	120	4687	189702	9115	7875	196509	140187	350	18045	25611	205	79800	22769	11634	782580	567	14474	72400	179600	26800	

RECAPITULATION

Showing the Kinds and Quantities of Fish and Fish Products in the **Gulf Division**, Province of **Quebec**, for the Year 1907—*Concluded.*

BONAVENTURE COUNTY.

Number.	Subdivisions.	Kinds of Fish and Fish Products.																				Total Value of all Fish.	Number.
		Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Eels, brls.	Sardines, brls.	Tom cod or frost fish, lb.	Whales, No.	Coarse and mixed fish, lb.	Fish oil, brls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	White porpoises.	$ cts.	
1	Restigouche	.....	.....	15	.....	.....	.....	.....	.....	3000	75000	.....	.....	30000	..	...	.....	.....	1000	.....	.....	16,280 00	1
2	Bonaventure	.....	9360	75	9460	9	6000	235	600	4900	8000	45	.....	.....	.....	.....	5605	845	21950	.....	.....	97,174 00	2
3	Port Daniel	.....	53232	....	13050	48	...	1000	11500	8000	18000	..	....	....	....	....	8775	3800	6400	.....	....	102,132 10	3
	Totals	.....	62592	90	22510	57	6000	1235	12100	15900	101000	45	....	30000	....	....	14380	4645	29350	.....	....	215,586 10	

GASPÉ COUNTY.

1	Grand River	.....	81264	....	28440	....	....	180	3500	.....	26000	....	....	.....	....	....	14220	5850	..	...	....	183,567 45	1
2	Gaspé Bay	....	23664	....	42253	...	....	.....	.....	.....	63527	....	..	.....	....	....	28172	10777	...	.....	....	250,082 50	2
3	Mont Louis	.....	....	...	15110	31	....	....	82500	.....	.....	....	..	.....	....	...	10700	4025	370	....	....	96,577 50	3
4	Ste. Anne de Monts	.....	.....	....	2373	...	....	.....	21505	.....	.....	..	....	.....	....	....	1·27	425	.....	.....	....	25,380 10	4
5	Magdalen Islands, South	7190	263509	....	6442	15	....	.....	9000	.....	.....	72	...	.....	....	....	59885	18507	1400	19550	....	292,052 20	5
6	" " North	5380	324600	....	1770	....	....	200	.....	....	... ..	...	...	.....	....	....	6585	28540	1000	2135	....	240,221 25	6
	Totals	12570	693037	...	96388	46	....	380	116505	....	89527	72	....	.....	....	....	121389	68124	2770	21685	...	1,087,881 00	

SAGUENAY COUNTY.

1	Godbout		1824		1224	6			41475	6800	3450	1	14			74	1990	211	85	630	2	25,081	70	1
2	Moisie				1918	10			27229	1150			12		77		231957	362	60	489		121,670	40	2
3	Mingan		2450		22937				43760	2600							11910	3700		445		123,828	40	3
4	Natashquan		3264		3370	20			1800	500	1000	8					2899	1520		186		25,830	65	4
5	Romaine		6720		675				1200								290	150				7,915	50	5
6	St. Augustin		6780		7150					3000							8610	1860		1475		46,158	25	6
7	Bonne Esperance				37830					1200							28420	1350		350		182,447	50	7
8	Anticosti		13056		516				3700			2					220	875				17,367	30	8
	Totals		64094		75620	36			119164	15250	4450	11	26		77	74	286196	10028	145	3575	2	550,300	05	

GRAND TOTAL FOR GULF DIVISION.

1	Bonaventure County		62592	90	22510	57	6000	1235	12100	15900	101000	45		30000			14380	4645	29350			215,586	10	1
2	Gaspé County	12570	693037		96388	46		380	116505		89527	72					121389	68124	2776	21685		1,087,881	00	2
3	Saguenay County		64094		75620	36			119164	15250	4450	11	26		77	74	286196	10028	145	3575	2	550,300	05	3
	Grand totals	12570	819723	90	194518	139	6000	1615	247769	31150	194977	128	26	30000	77	74	421965	82797	32265	25260	2	1,853,767	15	

RECAPITULATION

STATEMENT showing Yield and Value of Fisheries in **Gulf Division, Province of Quebec**, for the Season of 1907-8.

Description.		Quantity.	Price.	Value.
			$ cts.	$ cts.
Salmon, fresh, in ice	Lb.	782,580	0 15	117,387 00
" salted	Brls.	567	15 00	8,505 00
Herring, "	"	14,474	4 50	65,133 00
" fresh	Lb.	72,400	0 01	724 00
" smoked	"	179,600	0 02	3,592 00
Mackerel, fresh	"	26,800	0 12	3,216 00
" salted	Brls.	12,570	15 00	188,550 00
Lobsters, canned,	Lb.	819.723	0 30	245,916 90
" fresh, whole	Cwt.	90	5 00	450 00
Cod, salt-dried	"	194,518	4 50	875,331 00
Cod tongues and sounds, salted	Brls.	139	10 00	1,390 00
Haddock, fresh	Lb.	6,000	0 03	180 00
" salt-dried	Cwt.	1,615	3 00	4,845 00
Halibut, fresh	Lb.	247,769	0 10	24,776 90
Trout, "	"	31,150	0 10	3,115 00
Smelt, "	"	194,977	0 05	9,748 85
Eels, salted	Brls.	128	10 00	1,280 00
Sardines, salted	"	26	3 00	78 00
Tommy cod, fresh	Lb.	30,000	0 03	900 00
Coarsed and mixed fish, salted	Brls.	74	2 00	148 00
Fish, whale and seal oil	Gall.	421,965	0 30	126,589 50
Fish as bait	Brls.	82,797	1 50	124,195 50
Fish as fertilizer	"	32,265	0 50	16,132 50
Seal skins	No.	25,260	1 25	31,575 00
White whale skins	"	2	4 00	8 00
Whales	"	77	.....	.....
Total value, 1907		.....	.....	1,853,767 15
" 1906		.....	.....	1,930,727 26
Decrease 1907		.....	.....	76,960 11

RECAPITULATION

Showing Number of Men, Vessels, Boats and Value of Material employed in **Gulf Division** Fisheries, **Province of Quebec,** for Season of 1907-8.

	Description.	Value.
		$ cts.
22	vessels of 1826 tons, manned by 120 men	32,950 00
4,686	boats, fished by 9,115 men	189,702 00
196,509	fathoms of gill net	140,187 00
18,045	fathoms of seine	25,611 00
205	trap-nets for herring and cod	79,800 00
580	trawls	13,355 00
4	weirs	200 00
217	smelt and seal nets	9,500 00
22,769	hand lines and leads	11,634 00
100	lobster canneries, employing 1,672 persons	85,600 00
108,390	lobster traps	81,980 00
95	freezers and ice-houses	22,890 00
621	smoke and fish-houses and fish-weirs	187,595 00
230	private piers, wharfs and landing stages	72,200 00
8	tugs and smacks	20,950 00
	Total value	974,154 00

PROVINCE OF QUEBEC—*Continued.*

RETURN showing the Number of Boats, Nets, &c. in the South Shore District from **Rimouski** County to **Levis** inclusive, **Province of Quebec**, for the Year 1907.

Number.	Districts.	Fishing Materials.											Kinds of Fish and Fish Products.							Number.
		Boats.			Gill Nets.			Seines.			Weirs.		Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Cod, dried, cwt.	Cod, green, lb.	Cod, fresh, lb.	
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.								
			$				$			$		$								
1	Capucins	14	100	20	12	300	150	....	....	....	....	....	....	10	2000	.....	12	15000	3000	1
2	Petit and Grand Mechins	65	1220	55	78	1800	1080	....	....	....	1	20	1000	325	7560	1000	45	82000	7500	2
3	Grosses Roches	20	300	28	22	600	300	....	....	....	....	....	....	90	3700	.. ...	10	64000	8700	3
4	Ste. Felicité	18	230	22	23	620	310	....	....	....	6	130	....	200	3600	.....	15	60000	8000	4
5	Matane	22	260	32	12	350	160	....	....	....	12	600	8000	150	4000	.....	8	20000	7000	5
6	Rivière Blanche	26	440	30	36	800	280	1	75	70	....	....	400	200	22000	3000	....	30000	6000	6
7	Sandy Bay	54	650	48	78	1100	800	....	....	....	3	80	....	500	44600	3500	....	20000	5800	7
8	Metis and vicinity	18	320	20	6	150	160	....	....	....	5	200	2500	75	22000	.....	....	8000	6000	8
9	Ste. Flavie and Ste. Luce	25	425	38	35	825	360	1	80	75	9	640	1500	175	7600	.....	....	2400	5400	9
10	Rimouski and Inland Lakes	....	....	28	....	....	....	....	....	....	21	2770	2000	300	7200	. ....	....	....	....	10
11	Bic, St. Fabien and St. Simon	....	....	13	....	....	....	....	....	....	11	800	1600	45	10000	.....	....	....	....	11
12	Trois Pistoles	1	18	18	1	10	30	....	....	....	9	860	300	66	68000	1800	....	....	....	12
13	Isle Verte	55	1864	67	....	....	....	1	60	20	33	2860	600	288	290600	250000	....	....	....	13
14	Cacouna	28	236	30	....	....	....	....	....	....	15	1530	2420	431	263000	152400	....	....	....	14
15	Lake Temiscouata and tributaries	13	75	21	21	125	105	....	....	....	....	....	....	....	....	....	....	....	....	15
16	Riv. du Loup and N. D. du Portage	8	55	22	32	360	300	....	....	....	17	720	160	.....	100700	....	....	....	....	16
17	St. André	3	45	33	....	....	....	....	....	....	15	1800	.....	5	484100	.....	....	....	....	17
18	Kamouraska	....	....	8	....	....	....	....	....	....	4	900	.....	4	2000	.....	....	....	....	18
19	St. Denis	6	73	14	....	....	....	....	....	....	9	320	100	30	2600	740	....	....	....	19
20	Rivière Ouelle	2	20	25	....	....	....	....	....	....	17	2050	200	.....	.....	.	....	....	....	20
21	Ste. Anne de la Pocatière	....	....	12	....	....	....	....	....	....	10	700	.....	.....	.....	.....	....	....	....	21
22	St. Roch and St. Jean Port Joli	....	....	28	....	....	....	....	....	....	21	810	.....	.....	.....	.....	....	....	....	22
23	L'Islet and Cap St. Ignace	....	....	10	....	....	....	....	....	....	10	750	.....	.....	.....	.....	....	....	....	23
24	Crane and Goose Islands	....	....	8	3	325	125	....	....	....	4	600	.....	.....	.....	.....	....	....	....	24

PROVINCE OF QUEBEC—*Continued.*

RETURN showing the Number of Boats, Nets, &c., in the South Shore District from **Rimouski** County to **Levis** inclusive, **Province of Quebec**, for the Year 1907—*Continued.*

Number.	Districts.	Fishing Materials.											Kinds of Fish and Fish Products.							Number.
		Boats.			Gill Nets.			Seines.			Weirs.		Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Cod, dried, cwt.	Cod, green, lb.	Cod, fresh, lb.	
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.								
			$				$			$		$								
25	St Thomas	2	20	8	....	....	....	....	....	....	3	1670	90	....	....	....	....	....	....	25
26	Berthier	5	60	20	11	225	170	....	....	....	19	4500	120	....	....	....	....	....	....	26
27	St. Valier	6	65	6	....	....	....	....	....	....	4	800	160	....	....	....	....	....	....	27
28	St. Michel	12	130	12	....	....	....	....	....	....	8	3770	270	....	....	....	....	....	....	28
29	Beaumont	20	210	15	....	....	....	....	....	....	10	7500	820	....	....	....	....	....	....	29
30	St. Joseph and Levis	13	120	13	....	....	....	....	....	....	12	8500	270	....	....	....	....	....	....	30
31	St. Romuald and New Liverpool	3	60	3	....	....	....	....	....	....	2	500	....	....	....	....	....	....	....	31
32	St. Nicholas	9	110	9	....	....	....	....	....	....	6	2500	200	....	....	....	....	....	....	32
	Totals	448	7106	716	370	7590	4330	3	215	165	305	48880	22710	2924	1344000	412440	90	301400	57400	
	Values $	....	....	....	....	....	....	....	....	....	....	....	3406	13158	13440	8248	450	12056	1148	

PROVINCE OF QUEBEC—*Continued.*

RETURN showing the Kinds and Quantities of Fish and Fish Products, from the County of **Rimouski** to **Levis**, Province of Quebec, for the Year 1907.

Number.	Districts.	Kinds of Fish and Fish Products.																	Value.	Number.
		Sturgeon, lb.	Whitefish, lb.	Halibut, lb.	Trout, lb.	Shad, lb.	Smelts, lb.	Bass, lb.	Pickerel, lb.	Eels, lb.	Sardines, brls.	Clams, brls.	Coarse and mixed fish, lb.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Beluga skins, No.	$ cts.	
1	Capucins			1000								85		100	12	12			1,194 00	1
2	Petit and Grand Mechins			700	500							30		170	70	55			5,691 00	2
3	Grosses Roches			1000										200	50	20			3,421 00	3
4	Ste. Felicité			800	300									150	50				3,755 00	4
5	Matane			2000	350									75	40	50			3,137 50	5
6	Rivière Blanche			1000										80	25	20			2,681 50	6
7	Sandy Bay			4000										90	30	25			3,966 50	7
8	Metis and vicinity			8000								50		55	20	250			2,044 00	8
9	Ste. Flavie and Ste. Luce			5000	100										11	255			1,695 50	9
10	Rimouski and Inland Lakes			2000	10900											300			2,972 00	10
11	Bic, St. Fabien and St. Simon															700			892 50	11
12	Trois Pistoles	50					1260				8		116800			580			2,603 00	12
13	Isle Verte	650				60	5500				135		2000			45			10,051 10	13
14	Cacouna	200				280				600	75		120000	16		165	4		9,562 60	14
15	Lake Temiscouata and tributaries		4600		350														495 00	15
16	Riv. du Loup and N. D. du Portage	100				60				940	20			6		30	3		1,177 55	16
17	St. André	2250								1280	46					150			5,288 30	17
18	Kamouraska	600				800	200				300					105			1,084 50	18
19	St. Denis	500				200	450	50		2450	21			4		100	2		524 00	19
20	Rivière Ouelle	180				20				14750				120		325		4	1,141 50	20
21	St. Anne				5100					5150									849 00	21
22	St. Roch and St. Jean Port Joli				2000					7400									644 00	22
23	L'Islet and Cap St. Ignace	200			1500			170		4350									440 00	23
24	Crane and Goose Islands							700		11700				45			15		804 25	24

PROVINCE OF QUEBEC—*Continued*

RETURN showing the Kinds and Quantities of Fish and Fish Products, from the County of **Rimouski** to **Levis**, Province of Quebec, for the Year 1907—*Continued*.

Number.	Districts.	Kinds of Fish and Fish Products.																Value.	Number.
		Sturgeon, lb.	Whitefish, lb.	Halibut, lb.	Trout, lb.	Shad, lb.	Smelts, lb.	Bass, lb.	Pickerel, lb.	Eels, lb.	Sardines, brls.	Clams, brls.	Coarse and mixed fish, lb.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Beluga skins, No.	$ cts.	
25	St. Thomas	8500	100	...	.....	10	....	270	520	3350	....	....	68000	....	....	....	....	....	1,494 10	25
26	Berthier	3300	2000	.....	.....	.....	....	2000	660	27300	....	....	60000	....	....	....	....	....	2,920 00	26
27	St. Valier	2800	3200	.....	.....	500	....	85	600	21000	....	....	.....	....	....	....	....	....	1,870 50	27
28	St. Michel	980	430	.....	.....	1260	....	1075	430	27630	....	....	.....	....	....	....	....	....	2,026 20	28
29	Beaumont	600	1340	.....	.....	1970	....	1630	990	17300	....	....	62400	....	....	....	....	....	4,135 20	29
30	St. Joseph and Levis	800	650	.....	600	1800	...	500	320	55400	....	..	5800	....	....	....	....	....	3,785 50	30
31	St. Romuald and New Liverpool	.....	100	.....	.....	.....	....	120	180	3900	....	...	2200	....	....	....	....	....	296 00	31
32	St. Nicholas	4600	1600	.....	.....	3800	....	600	1650	12300	....	....	6500	....	....	....	....	....	1,722 00	32
	Totals	26310	14020	25500	21100	10760	7350	7200	5350	246800	605	165	443700	1111	308	3187	24	4	.....	
	Values	$ 1578	1402	1275	2110	646	367	720	535	14808	1815	330	4437	333	462	1593	30	16	84,365 80	

RETURN of the Number of Fishermen, Boats, Nets, &c., and the Quantities
Province of **Quebec**,

Number.	Districts.	Fishing Material.											
		Boats.			Gill Nets.			Seines.			Hoop Nets.		
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Shad, lb.
	North side of the St. Lawrence.		$				$			$		$	
1	Ottawa River and tributaries, including Pontiac and Ottawa Counties	63	630	65	70	1,500	400	...	...	...	20	200	.....
2	Lake Two Mountains	100	1100	100	40	400	60	....	....	....	75	370	.....
3	Jacques Cartier and Hochelaga	70	700	70	30	360	40	....	....	....	....	.....	150
4	Terrebonne and l'Assomption	75	750	75	35	350	35	....	....	....	....	.....	100
5	Berthier and vicinity	50	380	50	20	200	25	4	120	110	250	1250	300
6	Maskinongé County	50	370	50	25	250	25	...	....	..	240	1200	100
*7	St. Maurice, Champlain and Portneuf.	75	520	85	50	500	160	3	90	100	30	150	2000
	South Side of St. Lawrence.												
8	Lotbinière and Nicolet Counties	73	410	75	50	500	150	10	300	200	50	250	1500
9	Yamaska County and River	62	600	65	5	100	25	10	200	150	1200	7300	.. ...
10	Richelieu County	50	300	50	5	100	12	1	40	40	47	235	500
11	Richelieu River. (St. Denis to Lacolle)	50	500	50	....	.....	....	...	....	..	120	600	.....
12	Vercheres County	48	240	48	....	.....	....	2	80	80	20	100	50
13	Chambly County	30	300	30	....	.....	....	...	....	....	....	....	300
14	Laprairie County	25	250	25	6	90	15	....	....	...	4	30	400
15	Lake St. Louis and tributaries	110	1100	110	....	.....	....	...	.. .	...	....	.....	.....
16	Lake St. Francis and tributaries	70	700	70	....	... .	....	....	....	....	...	.....	.....
17	Missisquoi Bay	13	250	40	....	.....	....	13	1200	600	....	.....	.....
18	Lakes and Streams Eastern Tps	..	..	....	Angling and trolling only						....	....	.....
	Totals	1014	9100	1058	336	4,290	887	43	2030	1280	2056	11685	5400
	Values	....	...	....	....	.. .	....	....	....	....	....	.... .	540

*In No. 7 add 96,000 lbs. tom. cods, $2,880.

SESSIONAL PAPER No. 22

of Fish caught in the Inland District from Quebec City to Pontiac, for the Year 1907.

Kinds of Fish.												Value.	Number.
Whitefish, lb.	Trout, lb.	Bass, lb.	Pickerel, lb.	Pike, lb.	Maskinonge, lb.	Sturgeon, lb.	Eels, lb.	Perch, lb.	Bullhead, lb.	Catfish, lb.	Mixed and coarse fish, lb.	$ cts.	
5000	46300	9500	18500	45300	1200	14300	9200	9400	8000	8100	98000	14,798 00	1
.....	1600	1700	4500	5000	500	1200	6500	6000	2000	3200	6000	2,158 00	2
.....	.....	500	1500	1100	120	600	1800	1500	1200	1200	1100	619 00	3
700	30000	1000	1200	1500	200	1200	2100	1600	2000	600	2200	3,835 00	4
200	1500	300	1000	2000	150	400	2200	2500	3000	900	18000	1,263 00	5
.....	.....	300	500	3000	.....	300	2500	2000	2600	1100	15000	971 00	6
750	2000	1000	2000	2000	300	1500	4000	3000	2000	2500	3000	4,500 00	*7
500	.....	1000	3200	6100	200	2000	11000	2000	3000	2500	30000	2,650 00	8
.....	.....	900	3000	13000	450	1500	15030	5000	3000	1600	76000	4,043 00	9
100	.....	250	1200	1200	250	1700	2000	5000	2000	900	8100	1,051 00	10
.....	.....	6000	3500	30000	.....	200	90000	40000	35600	....	133500	14,312 00	12
300	...	300	500	900	150	1000	1200	1000	1000	400	4000	499 00	13
400	.....	500	400	1000	150	500	1000	1200	700	500	10500	635 00	11
300	.....	1000	500	600	200	400	1000	6000	900	900	2000	766 00	14
..	.....	16600	2000	1700	450	2100	4500	7000	4000	1700	1500	3,017 00	15
.....	.....	3000	2500	1500	600	3000	60000	3000	1500	2500	1200	4,789 00	16
1900	.....	.. ..	17700	4200	.....	... ..	.....	33900	3500	.....	26000	4,562 00	17
5300	15600	5600	9100	7200	.....	... ..	3000	11600	2400	2500	12400	5,123 00	18
15450	97000	49450	72800	127300	4920	31900	217000	141700	78400	31100	448600	.. . .	
1545	9700	4945	7280	6365	492	1914	13020	7085	3920	933	8972	69,591 00	

STATEMENT of the North Shore Gulf of St. Lawrence from **Quebec** to the **Saguenay**, including Lake St. John District, 1907.

Fishing Materials and Kinds of Fish.	Counties of Quebec and Montmorency, with Island of Orleans.	Charlevoix including Isle aux Coudres.	Lake St. Johns with Tributaries, including Saguenay River.	Total Quantity.	Total Value.
Materials.					$
Boats ..... No.	12	15	10	38	222
Weirs ..... "	120	45	.....	165	12,375
Gill nets ..... Fathoms.	350	320	300	570	194
Lines ..... No.	50	40	100	190	190
Total value	.....	.....	.....	.....	12,981
Kinds of Fish.					
Salmon ..... Lb.	1,000	3,000	27,000	31,000	4,650
Trout ..... "	7,200	10,000	20,500	37,700	3,770
Whitefish ..... "	1,800	.....	9,300	11,100	1,110
Ouananiche ..... "	.....	.....	42,000	42,000	4,200
Herring ..... "	.....	6,400	.....	6,400	64
Pickerel ..... "	600	.....	53,600	54,200	5,420
Pike ..... "	.....	.....	52,500	52,500	2,625
Eels ..... "	230,000	36,000	.....	266,000	15,960
Perch ..... "	.....	.....	1,100	1,100	55
Sardines ..... Brls.	60	40	.....	100	300
Mixed fish ..... Lb.	20,200	94,000	17,000	131,200	1,312
Beluga skins ..... No.	.....	14	36	50	200
Total lbs. fish	272,800	156,800	226,600	658,200	.....
Total values ..... $	15,292	4,790	19,584	.....	39,666

RECAPITULATION

SHOWING the Yield and Value of the Fisheries of the Province of **Quebec**, (exclusive of the Gulf Division), for the Year 1907.

Kinds of Fish.		Quantity.	Price.	Value.
			$ cts.	$ cts.
Cod, green and fresh	Lb.	367,800	.....	13,654 00
Halibut, fresh	"	25,500	0.05	1,275 00
Salmon	"	53,710	0.15	8,056 50
Ouananiche	"	42 000	0.10	4,200 00
Trout	"	155,800	0.10	15,580 00
Whitefish	"	40,570	0.10	4,057 00
Herring, salted	Brls.	2,924	4.50	13,158 00
" fresh	Lb.	1,350,400	0.01	13,504 00
" smoked	"	412,440	0.02	8,248 80
Sardines	Brls.	705	3.00	2,115 00
Shad	Lb.	16,460	....	1,185 60
Eels	"	729,800	0.06	43,788 00
Maskinonge	"	4,920	0.10	492 00
Bass (sea)	"	7,200	0.10	720 00
" (achigan)	"	49,450	0.10	4,945 00
Pickerel (dore)	"	132,350	0.10	13,235 00
Pike	"	179,800	0.05	8,990 00
Perch	"	142,800	0.05	7,140 00
Sturgeon	"	58.210	0.06	3,492 60
Tom-cod	"	96,000	0.03	2,880 00
Smelts	"	7,350	0.05	367 50
Bull-heads, dressed	"	78,400	0.05	3,920 00
Catfish	"	31,100	0.03	933 00
Coarse and mixed fish	"	1,013,500	.....	14,721 00
Clams	Brls.	165	2.00	330 00
Fish as bait	"	308	1.50	462 00
" as fertilizer	"	3,187	0.50	1,593 50
" oil	Galls.	1,111	0.30	333 30
Hair seal skins	No.	24	1.25	30 00
Beluga (white whales) skins	"	54	4.00	216 00
Total Value for 1907		.....	.....	193,622 80
" 1906		.....	.....	244,308 50
Decrease				50,685 70

RECAPITULATION

SHOWING the Fishing Materials in the above Districts, 1907 (exclusive of the Gulf Division).

Articles.	Value.
	$
1,500 fishing boats (2,000 men)	16,428
806 fishing gill nets (12,850 fathoms)	5,411
2,245 fathoms of seines	1,445
471 fish weirs (brush or wire)	61,255
2 large weirs (special for eels)	60,000
2,056 hoop nets	11,685
night lines and hand lines	1,612
40 fish-houses or ice-houses	1,425
900 fish boxes	900
Total	160,161

RECAPITULATION

Showing the Yield and Value of the Fisheries in the whole Province of **Quebec**, for the Year 1907.

Kind of Fish.		Quantity.	Price.	Value.
			$ cts.	$ cts.
Salmon, fresh	Lb.	836,290	0 15	125,443 50
" salted	Brls.	567	15 00	8,505 00
Ouananiche	Lb.	42,000	0 10	4,200 00
Trout	"	186,950	0 10	18,695 00
Whitefish	"	40,570	0 10	4,057 00
Smelts	"	202,327	0 05	10,116 35
Cod, dried	Cwt.	194,518	4 50	875,331 00
" green	Lb.	367,800	.....	13,654 00
" tongues and sounds	Brls.	139	10 00	1,390 00
Haddock, dried	Cwt.	1,615	3 00	4,845 00
" fresh	Lb.	6,000	0 03	180 90
Halibut	"	273,269	.....	26,051 00
Tom cod	"	126,000	0 01	3,780 00
Herring, fresh	"	1,422,800	0 01	14,228 80
" smoked	"	592,040	0 02	11,840 00
" salted	Brls.	17,398	4 50	78,291 00
Sardines	"	731	3 00	2,193 00
Shad	Lb.	16,460	.....	1,185 60
Mackerel, fresh	"	26,800	0 12	3,216 00
" salted	Brls.	12,570	15 00	188,550 00
Bass, sea	Lb.	7,200	0 10	720 00
" (achigan)	"	49,450	0 10	4,945 00
Pickerel	"	132,350	0 10	13,235 00
Perch	"	142,800	0 05	7,140 00
Pike	"	179,800	0 05	8,990 00
Maskinongé	"	4,920	0 10	492 00
Eels, fresh	"	729,800	0 06	43,788 00
" salted	Brls.	128	10 00	1,280 00
Sturgeon	Lb.	58,210	0 06	3,492 60
Lobsters, canned	"	819,723	0 30	245,916 90
" shell	Cwt.	90	5 00	540 00
Clams	Brls.	165	2 00	330 00
Bull heads, dressed	Lb.	78,400	0 05	3,920 00
Catfish	"	31,100	0 03	933 00
Coarse fish	"	1,013,500	.....	14,721 00
" salted	Brls.	74	2 00	148 00
Fish as bait	"	83,105	1 50	124,657 50
Fish as fertilizer	"	35,452	0 50	17,726 00
Fish oil	Gall.	423,076	0 30	126,922 80
Hair seal skins	No.	25,284	1 25	31,605 00
White whale skins	No.	56	4 00	224 00
Total for 1907				2,047,389 95
" 1906				2,175,035 76
Decrease				127,645 81

RECAPITULATION

Of the Capital invested in Vessels, Boats, Nets, &c., in the Fisheries of all Quebec, for the Year 1907.

Articles.	Value.	Total.
	$ cts.	$ cts.
22 fishing vessels, (1,826 tons, 120 men)	32,950	
6,187 fishing boats	206,130	
		239,080
209,359 gill nets, fathoms	145,598	
20,299 fathoms of seines	27,056	
205 trap nets	79,800	
580 trawls	13,355	
477 weirs, brush and wire	121,455	
217 smelt and seal nets	9,500	
2,056 hoop nets	11,685	
22,769 hand lines, night lines, &c	13,246	
		421,695
100 lobster canneries, &c	85,600	
108,390 lobster traps	81,980	
		167,580
135 freezers and ice-houses	24,315	
621 smoke and fish-houses	187,595	
230 private fishing piers and wharfs	72,200	
8 fishing tugs and smacks	20,950	
900 fish boxes	900	
		305,960
Total		1,134,315

STATEMENT of the persons engaged in the Quebec Fisheries, 1907.

Number of men in fishing vessels	120
" " boats	11,115
Number of persons in lobster canneries	1,672
Total	12,907

APPENDIX No. 7.

ONTARIO.

GENERAL REMARKS.

In the province of Ontario, the fisheries yield is valued according to the provincial, the local government report, (from which the following statistics are extracted) at nearly two million dollars, showing an increase of a quarter of million of dollars over the production of last year.

The Great Lakes have produced the following values in their fisheries :—

Lakes.	1907.	1906.	Increase.	Decrease.
	$	$	$	$
Superior	240,704	241,847		1,143
Huron and Georgian Bay	673,000	739,231		66,231
Erie	592,629	437,901	154,728	
Ontario	175,258	145,469		25,789

A glance at the above table indicates that while Lake Erie shows a considerable increase, Lakes Huron and Ontario have decreased, and Lake Superior produced nearly the same as last year.

In Lake Erie, the improvement is specially noticed in whitefish, pickerel and pike, which have yielded considerably in excess of 1906.

The fisheries of Georgian bay are included in the above statement in those of Lake Huron, which shows the largest decline of all the great lakes.

The following remarks upon Georgian bay fisheries, may prove interesting being reprinted from the report of the Georgian Bay Fishery Commission.

GENERAL DESCRIPTION OF GEORGIAN BAY AND CONTIGUOUS WATERS.

The fisheries of Georgian bay and the north channel are, in many respects, the most valuable fresh water fishing grounds in the world They are so for two main reasons ; the physical and biological conditions which they provide are precisely those most favourable to fish life, especially certain species of prime value for commercial and food purposes, while they possess the advantage of being exclusively within the Canadian territory, and not liable to injury and contrariety in regulations resulting from divided international jurisdiction and control. With the exception of Lake Superior, the vast area thus opened to the operations of Canadian fishermen exclusively, and restricted by law to exploitation by British subjects under the fishery regulations of Canada, is larger than any other inland fishing area in the Dominion, being more than twice the area of the Canadian portion of Lake Ontario, almost exactly twice the extent of the Lake Erie fishing grounds, and more than one thousand square miles vaster than the part of Lake Huron which lies within

British territorial boundaries. Lake Winnipeg, in the province of Manitoba, it may be added, approaches the area of the Georgian bay waters, but its fishing grounds, particularly the whitefish grounds, are very much more restricted, as the southern half is a pickerel and coarse fish resort, rather than the habitat of the superior kinds. The great lake trout which constitutes one-third of the annual catch in Georgian bay waters, is absent from Lake Winnipeg: whereas, that valuable fish and the lake whitefish abound in these western Ontario fishing grounds dealt with in this report.

The area of the Canadian waters in the Great Lakes may be estimated as follows: Lake Ontario, less than 4,000 square miles; Lake Erie, about 5,000 square miles; Lake Huron, 11,000 square miles; whereas Georgian bay and the north channel exceed 12,000 square miles in extent. From Collingwood, at the northern end of the bay, to the outlet of St. Mary's river the distance is 225 miles, and the greatest width is 54 miles. The fact that, in the Great Lakes and other contiguous waters, Canada shares the fisheries with the United States; and that fully one-half of the area of these waters is within the bounds of the republic to the south.

It is entirely different with the Georgian bay fisheries, for they are wholly within Canadian limits and under Dominion laws and regulations, and no such disadvantage affects them as affects the Great Lake fisheries. Moreover, the conditions vary on the United States' side of these waters, because each of the bordering states has adopted a separate and often conflicting policy. At the western extremity of the north channel, the international boundary, it is true, passes between Cockburn island and Drummond islands, and skirts the southern and western margin of St. Joseph island, passing up the narrow channel by Sault Ste. Marie rapids to Lake Superior. But the fisheries of chief importance are not contiguous to the territorial boundary, and the protection, as well as exploitation, of these fishery resources is solely under the control of Canada.

No waters could be more favourable for the best species of fish. The esteemed black bass finds here ample feeding grounds and nesting resorts along the shelving shores and in the numberless bays of the west shore. This romantic coast, with its hundred thousand or more islands, has given it a reputation as a game fish region not to be surpassed. The southern and western parts of the bay have long been regarded as remarkable lake trout or salmon trout grounds; while the northern and northwestern portions, including the wide extent of open water east of the north channel entrance, are, undoubtedly, now the chief resorts for the great schools of whitefish. To these far-reaching waters must be added the prolific waters abounding in pickerel, with some trout and whitefish, from Kilarney to little Current and Sault Ste. Marie. In the deeper parts, summer whitefish fishing is carried on at an average depth of twenty-five fathoms by means of gill nets, while, later in the season, in July and August, operations are conducted nearer shore, and the nets may be set in seven to ten fathoms or less. Of course the large lake trout are scattered generally all over the waters here referred to, just as the whitefish occur in most localities, but the main fisheries may be geographically distinguished as stated above. Pickerel (yellow pickerel or wall-eyed pike) are of great commercial importance, and abound in moderate depths generally, while sturgeon, yellow perch, lake herring, speckled trout, maskinonge, catfish, &c., are also generally distributed, some being of moment for the markets, while others are principally of sporting value; but there are few portions of these waters along the shores of the Georgian bay where the species named may not be taken.

No words can exaggerate the former plenitude of fish in the past, and the great, if declining, fisheries at the present time testify to the extraordinary productiveness of the Georgian bay in spite of excessive and wasteful fishing in former years, and the enormous amount of gear which, the evidence showed, is still set in these waters. The records demonstrate that the catch of whitefish in all the Great Lakes did not, in 1890, equal the yield of Georgian bay, viz., 2,912 tons, or, if the Manitoulin island fishing be included, as is usually done, the total catch amounted to no less than 5,296 tons.

KINDS OF NETS AND GEAR USED IN GEORGIAN BAY.

Gill nets.—There have been at least five different kinds of nets used in the Georgian bay and north channel waters, the earliest of which was the gill net, which, in former days was made by the Indians of cedar withes woven together like one side of a coarse basket. The mesh was six or seven inches across, and it was only necessary to use a few yards of net by each Indian to catch his fish supply during the spawning season when the fish came into shallow water and were easily accessible. When the white man came upon the scene, cotton and linen gill nets took the place of the bark, and operations, up to the early sixties, were conducted by the gill-net. This net consisted of a wall of net about six feet high and of varying lengths. Along the upper margin passed the cork line, upon which floats of cedar, and at later time of cork, were fixed at intervals of nine feet. Along the lower margin passed the lead line, which was weighted with pieces of lead, also at intervals of nine feet. Nets are fastened together and fished in lengths called gangs, and at each extremity of a gang is a brail, which consists of a perpendicular stick five or six feet long attached to an anchor stone from which the buoy line extends to the surface of the water and is there fastened to the buoy or float. Each gang has, two buoys, one at each end, the buoy consisting of a pole eight or nine feet long fastened through a wooden bowl which is weighted at the bottom end to keep it upright and with the staff four or five feet above. At the upper end of the staff is the flag, so that location of the gill net can be determined, as the net is sunk to the bottom of the lake at depths varying from five to seventy fathoms according to where the fishermen locate the fish. The principal fish caught with the gill net are the whitefish and trout. The gill net fishery in Georgian bay began about the year 1834. It was prosecuted from canoes and small boats. Stones were used for sinkers and pieces of cedar for floats. The nets were lifted every morning. In those days most of the catch was whitefish, and was nearly all salted, the traders dealing in the fish supplying the fishermen with salt and barrels. The first official report made by the Canadian Department of Marine and Fisheries was issued in 1868, and by that report it appears that there were 451 men engaged in the fishery, with 144,750 fathoms of gill net. The catch amounted to 1,184,386 pounds of whitefish, 707,400 pounds of trout, and 7,800 pounds of pickerel. Gill nets were practically the only nets used down to 1881, although two American fishermen came over to St. Joseph island in 1858 and fished two pound nets and caught immense quantities of fish. Between 1870 and 1875 tugs were introduced into the gill net fishery, and their number increased, until 32 were employed in 1894. About the year 1890 the steam lifter was introduced, which facilitated the fisherman greatly in lifting his net, and enabled him to use more and larger gangs than he had done up to that time.

A gang of gill nets at the present day consists of from 18 to 20 boxes of nets with three pieces, weighing 9 pounds to the box. These pieces are about 125 fathoms long, or 375 fathoms to the box. A gang of nets ordinarly, therefore, nowadays consists of 7,500 fathoms of net, or about 9 miles.

Pound nets.—Of the pound net, it may be said that it consists of an inclosure of net called the pot, or crib, with a number of devices or arrangements for leading the fish into this inclosure, being always set off shore. First there is a wall of net called the leader, which is attached to a row of wooden poles erected at intervals of about five rods. This leader extends from the shore and runs an average distance of 30 rods straight out to the hearts, this being the name given to the second portion of the net. It has two openings by which the fish, passing along the leader, enter, and, having entered the hearts, they find their way by a conical passage called the tunnel into the final part or crib. The mesh in the leader is of large size—7 inches extension measure. The heart and tunnel are of smaller mesh, 5 inches extension measure, while the walls of the pot are (three sides and bottom) 4 inches extension measure, and the back or outer side 3 inches extension measure. Formerly, a much smaller mesh was used in the back, as also in the sides and bottom. This net is supposed to be lifted every day. The fisherman comes to the net, and passing inside of it with a small boat, lifts up the

tunnel first, and then proceeds to raise the entire crib until the fish are all congregated at the back, which process is called 'shoaling up.' The fish are then dipped out of the back in a scoop net, and deposited in the boat. Pound nets were first introduced into the north channel and Georgian bay about 1883, although Americans, as stated, fished pound nets around St. Joseph island as far back as 1858.

Hoop nets or fyke nets.—The hoop or fyke net is almost identical in principle with the pound net, except that, instead, of a crib, it consists of a series of hoops arranged one behind the other, a funnel of net diminishing in diameter until the final compartment or pot is reached where the fish are congregated, and the end of the net is then undone and the fish dumped into the boat like potatoes out of a bag. The outer hoop, or entrance, is of the largest diameter, and leaders and wings, which are walls of net arranged perpendicularly, lead the fish into this entrance. This net is set in very shallow water.

Trap nets.—A trap net, which, although illegal, is still used extensively on Georgian bay, is practically a sunken pound net of smaller dimensions and completely submerged, the main difference being that the pot, or crib, is closed at the top—not open as in the pound net. It is held in place by three anchors, and being simply a floating net, is removable at any time by the fishermen. Owing to the extreme difficulty of regulating these nets, they have been made unlawful in the Georgian bay.

Seines.—A drag seine consists of a piece of net with a small mesh, and shaped in the form of a sling. It varies in length up to 300 yards. It has a cork line along the top and a lead line on the bottom. One end is fastened to the shore, and the fishermen, awaiting an opportune time to inclose a school of fish, row out into the lake with the other end, and, making a wide sweep, bring it to shore, inclosing whatever fish may be within its sweep. Both ends are then overhauled until the bunt or centre of the net is brought ashore containing the fish. Immense hauls have been made by means of the seine, and, owing to the damage which it does to the spawning beds and the small, immature fish which are necessarily brought ashore, its use has been prohibited. It has been claimed that as the wings are terminal and portions of the net on each side of the bunt, or centre, are of larger mesh, the small fish should escape; but, owing to the way in which the net is dragged, the larger meshes are closed, and few fish escape. The bunt, or bag, is of small mesh to prevent the fish gilling.

PRESENT STATE OF THE FISHERIES.

Whitefish.—Forty or fifty years ago immense quantities of lake whitefish were caught all over Georgian bay from Collingwood northward. Some thirty years since, a marked diminution was noticed, and the rapid and serious decline has continued from that time in the supply of this valuable fish. At the present time the depletion is so alarming in the Georgian bay waters that, unless drastic measures are immediately taken for its protection and preservation, this most valuable of all lake food fishes will become well nigh extinct. The whole evidence gathered from witnesses at the most diverse points leads irresistibly to the conclusion that the present catches of whitefish are only a small proportion of the earlier catches, even with the largely increased machinery and amounts of nets and gear. The figures given below are startlingly instructive:—

Quantity of whitefish taken in different years, from 1875 to 1906, inclusive:—

1875	2,346,800 lb.
1880	1,042,000 "
1885	1,421,160 "
1895	1,355 275 "
1900	1,403,101 "
1906	1,259,450 "

Lake Trout.—This fish is next in importance to the whitefish as a merchantable commodity, although of late years the pickerel is coming very fast to take rank above the trout in commercial importance. Existing evidence points to the conclusion that the trout are not diminishing at anything like the rate of the whitefish.

The quantity of lake trout taken in the Georgian bay and north channel in the several years from 1880 to 1906, inclusive is :—

1880	1,100,800 lb.
1885	3,369,860 "
1890	3,496,240 "
1895	3,062,604 "
1900	2,807,233 "
1905	3,498,390 "
1906	3,535,610 "

At the same time, it must be remembered in considering these large catches that, although the quantity of fish taken remains about the same, the quantity of nets used is largely increased, while the mesh has grown smaller. So, although the diminution in our lake trout is not so marked as in the case of the whitefish, there is still a decline.

Pickerel.—The supply of pickerel or pike-perch or doré in the Georgian bay seems to be on the increase, or else they are coming more plentifully into the net of the fisherman. While pickerel has been considered a coarse fish, the yellow pickerel, which is the most abundant species in the Georgian bay, is rapidly coming to the forefront as a food fish, and is almost, if not as valuable, from a merchantable point of view, as the trout. There seems to be a more particular demand for this fish in the American market, and, on account of the firmness of its flesh, it is a fish that is easily kept for a considerable length of time, and is in prime condition when offered for sale. During the winter months, pickerel brings specially a high price in the American markets, where it is esteemed highly by the Jewish people, and has been sold for as much as forty cents a pound.

Lake herring.—The lake herring fishery has always been of secondary importance in these waters, though in the southern portion of the Georgian bay it has been of somewhat greater value to the fishermen than in other parts. The supply of herring has not apparently declined, and the value has slightly increased; but there can be no fully satisfactory enforcement of the whitefish and trout close season if herring fishing is allowed to continue, as heretofore, during the month of November. As the herring are more valuable as food to the superior commercial fishes than as a marketable product themselves, the view exists that no nets whatever should be allowed for the taking of herring. There can be no doubt that if the herring are seriously depleted, such fish as trout and pickerel will prey even more extensively upon the young whitefish, so that it is of more importance to the fisheries to discourage the netting of herring than to allow a herring fishery to continue which, after all, is of inferior value and importance to the fishermen of the Georgian bay.

Other coarse fish.—We find that suckers, carp, mullets and other species of coarse fish are undoubtedly on the increase on the Georgian bay, particularly in the north channel, but one important fact is thrust forward, and that is that the coarse fish are rapidly becoming a marketable commodity to a considerable degree. Although coarse fish in the Georgian bay do not command as high a price as these fish in Lake Erie, which is close to the American market, still they have a value, although it is perhaps too small to make the catching of coarse fish a paying business. Suckers and carp can hardly be sold in the province of Ontario to Canadians, and the cost of transportation to other markets is too large to make the capture of coarse fish profitable. There appears, therefore, to be no ground for any protective measures to be adopted for their protection, but on the contrary, their capture should undoubtedly be encouraged.

RECOMMENDATIONS REGARDING NETS.

The International Fishery Commission, in 1896 gave expression to views so strongly corroborated by the evidence taken by us at our recent sittings, that we have no hesitation in quoting the same verbatim before we proceed to express our own particular conclusions. The International Commissioners said:—

'For many years the Georgian bay has been one of the principal sources of the market supply of whitefish, as already stated, and the fishery has been carried on with more vigour and enterprise than anywhere else in Canadian fresh waters. Whitefish and trout are found over the entire area of the bay and north channel, and furnish almost the sole object of the fishery. Prior to 1895, the amount of apparatus employed had not varied much for about 20 years, and the output has been constant.

(1) MESH OF GILL NETS.

In recommending a change in the mesh of gill nets, we realize that it would be a hardship to bring into force a change without ample notice, and we think that a period of three years should be specified as time sufficient for the fishermen to use up the present nets, viz., the years 1908, 1909 and 1910; but in 1911 a mesh of 5 inches extension should be used universally in the Georgian bay waters and north channel, and should be specified as the minimum legal mesh. The effect of this gradual increase in the size of the mesh would, without doubt, go far to preserve the immature fish and raise the average size of whitefish and lake trout all over the waters referred to, without too harshly pressing upon the men actually engaged in the gill net fisheries, and who will ultimately derive great and permanent benefit by this step.

(2) POUND NETS.

The commissioners found that in some parts of Georgian bay, a keen controversy has continued for many years on the relative destructiveness of gill nets and pound-nets, the gill-net men affirming with the utmost confidence that the pound-nets are responsible for the decline of the fisheries, and the pound-net men are emphatic in their opinion that the gill nets are the cause. Having looked into the matter very carefully, and having studied the pound net in all its bearings, making personal investigations and trials with various meshes of net in the pot, or crib, of the pound net, and having watched the setting and lifting the net, and the culling of the fish, and the removing of those illegal and unsuitable in size for the demands of market, they found the pound net to be the most efficacious instrument for catching fish, inasmuch as all schools of 'leading' fish which strike the lead get into the crib, while the condition of the fish caught is far superior from a merchantable and edible point of view than gill netted fish. Gill netted fish are choked to death and may be left sometimes for days in the water before being brought to land, and a considerable proportion frequently cannot be marketed, but have to go to the salt barrel. On the other hand, the fish taken in pound nets are kept alive until actually put in the boat and taken ashore, and are therefore in a much better condition both as to appearance and hardiness. The method of fishing is far easier for the operator than the gill net. There is some trouble and difficulty in setting pound nets in spring and taking them up in the fall, but being set close inshore they are usually accessible by boat. Further, the great benefit which the pound net undoubtedly performs for the fisheries is that it captures a large number of the coarse predaceous species, which would otherwise be left in the water to wage their destructive warfare against the more valuable kinds. The gill nets do not catch these fish, and indeed are set as far as possible from the localities favoured by these inferior fish. The proportion of rough fish caught in the pound net is estimated at

more than one-half of the catch, if pickerel be included. Suckers, carp, mullets, grass-pike and other common species are taken. These fish escape the gill net. Another merit, from an official point of view, is its stationary character. It is readily perceptible above the service of the water, and easily regulated and controlled. In the case of the pound net, the fish must come to the net, whereas in the gill net it can be moved at any time, the schools of fish followed up and the nets set in their immediate vicinity.

(3) EVILS OF POUND NETS.

The prevalent evils connected with pound net fishing are plain and easily remediable, and owing to the lack of proper restriction and control in past years may be largely attributed the depletion of the fish supply. There has been the most reprehensible laxity in the supervision and regulation of pound nets in Georgian bay. They have been permitted to be set in close proximity to important whitefish spawning beds, and two small a mesh has been allowed to be used in the pot, so that immense numbers of immature fish, not fit for the market, were captured. These had to be thrown away, as the meshes used, 2, 2¼, 2½ and 3 inches, captured all the small fish which went into the net. The use of pound nets began early, as United States fishermen in 1858 set them in Canadian waters around St. Joseph Island, and caught such multitudes of fish that the Canadian fishermen were stimulated to imitate the American methods, and wasteful fishing thus began fifty years ago, although Canadians did not fish pound nets in the north channel until about 1880. The most serious evils, as we have said, were that too small a mesh was used, that too small fish were captured in quantities, and no effort was made to return them alive to the water. Another grave drawback was that coarse predaceous fish, like suckers and spawn destroyers, instead of being taken ashore and destroyed, were liberated, thus not diminishing in any way the enemies of the valuable commercial fish. If these evils can be overcome, as no doubt they can, the pound net, with proper restrictions and regulations, is a legitimate mode of catching fish. The conclusion seems reasonable, however, that it is only desirable in suitable localities, and there are areas where pound net is not commendable. It has been strongly urged by gill-net fishermen that it was impossible for pound net fishermen to release immature fish uninjured, and that in the pot the thrashing of the larger fish and the rude handling by the fishermen mortally injured the small fish, even if returned alive to the water. Much evidence exists pro and con upon this subject. Without coming to any conclusion regarding these views, it appears not advisable to leave the matter of returning the fish to the water solely in the hands of the fishermen, but consider that a much larger mesh, sufficient to allow undersized fish to escape, should be made obligatory in all pound nets. Of course, the pound net, being made of a different thread, thickly tarred before using, and hung in a more rigid and unyielding manner than the gill net, will allow a larger fish to pass through than a gill net of similar mesh. The gill net, being of thin thread, and hung loosely, entangles the fish, even if not properly noosed or gilled; but in the pound net the fish cannot be thus tangled up, but can go straight through if the mesh is large enough.

STATISTICS FOR ONTARIO

RETURN of the Number of Fishermen, Tonnage and Value of Tugs,

Number.	Districts.	Fishing Material.										
		Tugs or Vessels.				Boats.			Gill Nets.		Pound Nets.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Yards.	Value.	Number.	Value.
	Lake of the Woods and Rainy River District.			$			$			$		$
1	Lake of the Woods	4	300	6000	12	9	1950	19	12000	1625	14	2000
2	Shoal Lake	..	....	..	....	3	800	8	6000	875	.....	.....
3	Wabigoon Lake	..	....	....	..	1	200	3	2000	250	.....	.....
4	Vermilion Lake	..	...	.....	....	3	375	7	6000	800	....	...
5	Eagle Lake	..	.	.....	...	1	200	2	2000	250	.. ..	.....
6	Denmark Star, Long and Sandy Lakes	..	....	.....	...	4	800	8	9000	1150	....	...
7	Dryby and Hawk Lakes	..	..	.....	..	2	450	5	3000	450	...	.....
8	Whitewater, Rainy and Big Clearwater Lakes	..	....	.....	....	3	75	5	4000	400	..	.....
	Totals	4	300	6000	12	26	4850	57	44000	5800	14	2000
	Values $	..	....	....	....	....	....	..	....	....	.....	.....
	Lake Superior.											
1	Thunder Bay	23	249	46020	90	37	2605	31	270600	15670	31	3700
2	Point Mamainse	1	....	1500	5	....	....	....	24000	1500	.....	..
3	Gros Cap		....	...	...	3	300	4	10500	65	... ..	.....
4	Michipicoten Island	1	15	1500	3	....	...	.. .	24000	1500	.....	.. .
5	Gargantua	2	58	10000	16	...	....	...	48000	3000	.....	.....
6	Goulais Bay	..	...	....	....	4	400	5	7500	500	...	.....
7	Richardson's Harbour	2	71	15000	18	...	....	....	48000	3000	.. .	.....
8	Batchewana Bay	..	....	....	....	5	600	10	18100	765	.....	.....
	Totals	29	393	74020	172	49	3905	50	450700	26000	31	3700
	Values $	..	...	.....	....	....	....	....	.....	....	....	.....

ARIO.

Vessels, Boats, Nets, &c., and the Fish caught during the Year 1907.

Kinds of Fish.												Value.	Number.
Herring, fresh, lb.	Whitefish, lb.	Trout, lb.	Pickerel or Doré, lb.	Pike, lb.	Sturgeon, lb.	Sturgeon bladders, No.	Eels, lb.	Perch, lb.	Tullibee, lb.	Mixed and coarse fish, lb.	Caviare, lb.	$	
.....	239600	2960	88990	66600	83900	200	.....	.....	8950	.....	4300	56,025	1
.....	147640	80	24220	29450	.....	....	....	.....	750	.....	.....	19,595	2
.....	20000	10000	500	.....	.....	....	.....	.....	.....	.....	.....	3,050	3
.....	12500	16460	6800	2000	.....	...	..	300	6000	100000	.....	9,105	4
.....	85000	9020	16000	10250	.....	...	.....	.....	.....	.....	.....	11,822	5
.....	18.60	3350	8000	1500	7220	....	.....	.....	.....	.....	600	4,764	6
.....	13000	500	8200	6350	.....	...	.....	.....	.....	.....	....	2,678	7
.....	79000	.....	6300	6000	1400	....	.....	.....	.....	.....	.....	8,920	8
.....	612000	42310	159010	122150	92520	200	.....	300	15700	100000	4900	.....	
.....	61200	4231	15901	9772	13878	120	.....	15	942	5000	4900	115,959	
799200	223810	1104170	63030	1950	2540	....	29600	.....	44400	22200	.....	185,154	1
.....	1060	56590	.....	.....	.....	...	.....	.....	200	.....	.....	6,077	2
.....	7500	4500	150	.....	.....	...	.....	.....	.....	.....	.....	1,215	3
.....	6200	24000	.....	.....	.....	....	.....	.....	.....	.....	.....	3,020	4
....	14350	149530	.....	.....	.....	....	.....	.....	3450	.....	.....	16,595	5
...	4350	5650	.....	900	.....	....	.....	.....	.....	.....	.....	1,072	6
.....	13320	200350	.....	.....	.....	...	.....	.....	7900	.....	.....	21,841	7
.....	27050	30250	.....	.....	.....	....	.....	.....	.....	.....	.....	5,730	8
799200	300640	1575040	63240	2850	2540	....	29600	.....	55950	22200	.....	.....	
39960	30064	157504	6324	228	381	..	1776	.....	3357	1110	.....	240,704	

RETURN of the Number of Fishermen, Tonnage and Value of Tugs, Vessels,

Number.	Districts.	Fishing Material.										
		Tugs or Vessels.				Boats.			Gill Nets.		Pou'd Nets	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Yards.	Value.	Number.	Value.
	Lake Huron (North Channel).			$			$			$		$
1	Thessalon					6	1100	13	30000	1200	2	500
2	St. Joseph's Island					3	200	4	11000	90	1	175
3	Bruce Mines					1	45	2	6000	560		
4	Mississauga					1	500	2			6	2000
5	Blind River					3	650	6	12000	1100	5	1200
6	Haywood Island					3	700	6			5	1200
7	Manitowaning Bay	1	12	2000	5	3	300	6	6000	900	10	3600
8	Kagawong	1	12	2000	5				24000	3000		
9	Badgely, Darsh & Innis Islands	1	15	2000	5	2	110	2			12	2400
10	Meldrum Bay	3	65	18000	18	1	260	2	78000	8100		
11	Club Island	1	15	3500	3				20000	2500		
12	Cockburn Island	1	23	5000	6	3	1050	7	36000	3600	2	400
13	West Bay					2	175	5	12000	450		
14	Fitzwilliam Island					6	560	12	36000	2775		
15	Squaw Island	4	70	15000	24	1	200	2	102000	10700		
16	Duck Islands	3	63	13000	16	7	1100	14	114000	9000	5	1250
17	South Bay Mouth	3	46	8000	20	7	1270	15	132000	8465		
18	Killarney					12	1510	23	63200	5500	6	1500
19	Bustard Islands	2	55	7000	10	6	750	12	84000	10800		
20	John and Aird Islands	1	10	3000	6	2	200	2	6000	300	16	2400
21	Providence Bay					1	100	2	4000	600		
22	Cape Robert	1	8	2000	4						7	2000
23	Bedford Islands					3	300	5			8	2000
24	Pt. Aux Grondines					2	800	8			11	3000
	Totals	22	394	80500	122	75	11880	150	776200	69580	90	23025
	Values $											
	Georgian Bay.											
1	Parry Sound	7	105	17800	28	12	980	18	222000	19860		
2	Waubaushene	5	14	700	22	5	1950		54000	1660		
3	Penetanguishene					15	980	30	45600			
4	Collingwood					17	2400	35	101000	3625		
5	Meaford	6	170	24800	29	18	1125	34	266000	18090		
6	Byng Inlet					4	515	8	18000	1000	1	400
7	Colpoy's Bay and Tobermory	6	105	17500	32	40	2822	79	306700	21795		
	Totals	24	494	60800	111	111	10772	204	1013300	66630	1	400
	Values $											
	Lake Huron (Proper).											
1	Cape Hurd to Southampton	9	246	34000	47	51	5476	94	505500	29121	2	300
2	Southampton to Pine Point	2	60	6000	12	5	250	8	116150	6615		
3	County Huron	1	13	1500	6	12	2250	37	127200	3500	7	1200
4	County Lambton, including St. Clair River	1	25	1500	7	60	7965	99	35000	1200	67	14580
	Totals	13	344	43000	72	128	15941	238	783850	40436	76	16080
	Values $											

ARIO—*Continued.*

Boats, Nets, &c., also the Kinds and Quantities of Fish caught during the Year 1907.

Kinds of Fish.														Value.	Number.
Herring, salted, brls.	Herring, fresh, lb.	Whitefish, lb.	Whitefish, salted, brls.	Trout, salted, brls.	Trout, lb.	Pickerel or Doré, lb.	Pike, lb.	Sturgeon, lb.	Perch, lb.	Catfish, lb.	Mixed and coarse fish, lb.	Caviare, lb.	Sturgeon bladders, No.	$ cts.	
..	...	26460	...	....	48340	....	1950	.....	....	....	.....	....	....	7,636 00	1
.....	....	800	....	....	1600	1650	1400	.....	.....	..	2340	...	....	634 00	2
.....	100	100	..	....	500	100	1000	.....	300	..	3780	.....	....	359 00	3
.....	..	26000	....	....	2000	20000	....	4000	..	...	20000	100	....	6,500 00	4
..	2000	13000	....	...	7000	18000	.....	2000	...	....	4000	....	....	4,400 00	5
.	.....	8040	....	....	3970	23210	10250	500	.....	...	140	...	....	4,424 00	6
.....	.....	39100	....	9	12600	19180	3850	1320	.....	150	1140	80	....	7,833 00	7
.....	.....	18100	....	....	76000	1600	. ....	.	.....	.....	.....	.....	....	9,570 00	8
.....	400	101390	...	....	23530	9060	325	1180	....	50	2400	20	....	13,765 00	9
.....	.....	27000	25	49	209000	.. ..	.....	....	.....	...	.....	....	..	24,340 00	10
.....	.....	22500	....	21	.....	.....	.....	.....	.....	....	.....	.....	...	2,460 00	11
..	.....	27700	....	....	56950	.. ....	.....	.....	.....	..	....	.....	....	8,465 00	12
19	.....	2090	....	....	1000	2000	3000	200	....	.. .	.....	...	....	960 00	13
.....	.....	.....	....	....	83500	8000	.. ..	.....	...	....	.....	...	....	9,150 00	14
.....	.....	110600	....	....	249400	10000	.....	....	...	...	.....	...	....	37,000 00	15
....	.....	126200	....	20	372000	.....	.....	....	.....	....	.....	...	....	50,020 00	16
.....	4000	36790	....	41	326750	.....	.....	.....	.....	....	.....	...	....	36,964 00	17
.....	.....	55440	....	....	52540	25950	1775	180	.....	....	.....	...	....	13,562 00	18
.....	.....	90000	....	....	101000	20000	.....	.....	.....	....	.....	...	....	21,100 00	19
.....	2900	2960	....	.. .	26000	120000	1450	3000	.... .	600	20000	....	....	16,655 00	20
.....	100	300	....	....	2800	.....	.....	.....	.....	....	.....	...	....	315 00	21
.. .	2200	22100	....	....	4000	5700	3100	1960	.....	....	.....	8	....	3,840 00	22
.....	.....	1200	....	...	1600	60300	19900	8200	.....	900	8500	....	....	9,629 00	23
... ..	20000	30000	...	....	3000	1200	6000	2000	... ..	....	2000	200	..	5,500 00	24
19	31700	787780	25	140	1664080	345950	54000	24540	300	1700	64300	408	....	....	
190	1585	78778	250	1400	166508	34595	4320	3681	15	136	3215	408	....	295,081 00	
....	.....	211515	10	10	334100	1400.	1300	....	.....	.....	.....	.....	...	55,005 50	1
5	.....	11750	....	...	15700	6575	47280	1500	600	100	12400	17	...	8,134 90	2
50	4900	33800	26	35	28200	.....	.....	.....	.....	.....	.....	.....	....	7,555 00	3
25	39720	14870	10	34	51790	...	500	4940	500	.. .	5160	995	....	11,398 00	4
.....	6000	3500	....	16	358900	....	.....	.....	.....	.....	.....	...	....	36,700 00	5
.....	100	17600	..	..	.....	10460	10900	400	.....	....	7000	..	....	4,087 00	6
19½	24180	205	....	56	513493	.... .	15	.. ...	.....	...	.....	.. .	....	53,335 00	7
99½	74900	293240	46	151	1302183	18375	59995	6840	1100	100	24500	1012		.....	
995	3745	29324	460	1510	130218	1837	4800	1026	55	8	1225	1012	....	176,215 40	
462	47680	5840	1	....	748690	290	1500	980	64560	..	3280	....	...	94,385 00	1
.....	.....	.....	.....	.....	171700	.....	.....	.....	.....	.....	.....	.....	....	17,170 00	2
... .	6120	28400	..	...	63790	6540	.. ....	960	223620	..	9880	..	....	21,998 00	3
.....	114700	47589	....	....	78080	391570	700	4260	33500	1650	83360	1127	4825	68,150 00	4
462	168500	81829	1	823	1062260	398400	2200	6200	321680	1650	96520	1127	4825	.....	
4620	8425	8182	10	8230	106226	39840	176	930	16084	132	4825	1127	2895	201,703 00	

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RETURN of the Number of Fishermen, Tonnage and Value of Tugs, Boats, Nets, &c., Year

Number.	Districts.	Fishing Material.										
		Tugs and Vessels.				Boats.			Gill Nets.		Pound Nets.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Yards.	Value.	Number.	Value.
	Lake St. Clair.			$			$			$		$
1	River Thames					20	11660	39				
2	Lake St. Clair	7		2600	12	13	365	19				
3	" "	5	10	1350	8	96	2655	156			10	2625
4	Detroit River					25	335	88				
	Totals	12	10	3950	20	154	15015	302			10	2625
	Values $											
	Lake Erie.											
1	Pelee Island	2	49	10500	16	6	1000	12	14500	5500	9	3000
2	Essex County	1	88	8000	7	43	7445	66	10000	2239	57	20975
3	Kent County	3	254	15100	17	71	14450	109	8000	2070	110	41050
4	Elgin West	2	25	8000	14	29	7750	39	24000	2000	54	20000
5	Elgin East	12	94	17450	72	16	3120	38	136000	12445		
6	Hougaton	2	55	10500	16				32000	1100		
7	Walsingham	1	22	2500	6	17	530	34	10000	700		
8	Long Point					13	370	33	5000	264		
9	Charlotteville					26	1205	70	26000	1110		
10	Inner Bay					28	850	72	5000	473		
11	Woodhouse	3	41	11500	18				32000	1800		
12	Haldimand	6	99	18200	31	29	7998	61	85800	10119	20	4400
13	Port Maitland to Port Colborne	4	36	6300	17	13	178	19	31700	6623		
14	Port Colborne to Niagara Falls					28	700	34	60500	450		
	Totals	36	763	108050	214	319	45596	587	480500	46893	250	89425
	Values $											

and the Quantities and Kinds of Fish caught in the **Province of Ontario**, for the 1907.

Kinds of Fish.													Value.	Number.
Herring, salted, brls.	Herring, fresh, lb.	Whitefish, lb.	Trout, lb.	Pickerel or dore, lb.	Pike, lb.	Sturgeon, lb.	Perch, lb.	Catfish.	Mixed and coarse fish, lb.	Sturgeon caviare, lb.	Sturgeon bladders, No.	Whitefish, salted, brls.	$ cts.	
...	.....	...	...	21331	8100	1960	21007	19140	187860	.....	.....	....	15,049 65	1
...	22	.....	....	9036	9510	1290	5040	4945	128070	.....	.....	....	8,909 30	2
....	5545	119310	....	46400	15620	37625	26390	17850	249240	1261	.....	....	40,212 10	3
...	50	24500	...	2000	10365	.. .	625	40	50690	.....	....	...	6,051 45	4
..	5617	143810	....	78767	43595	40875	53062	41975	615860	1261	...	....	.....	
....	280	14381	....	7876	3487	6131	2653	3358	30793	1261	....	...	70,222 50	
....	87220	4300	....	4760	31250	1360	6100	725	8940	97	....	...	8,878 00	1
...	206900	194530	..	88760	144000	6620	75420	6000	231500	550	...	....	67,563 00	2
...	669740	52850	...	205350	1097300	9240	213320	.....	194580	1182	...	....	170,054 00	3
...	396100	48500	....	595400	.. ...	3680	43800	1700	41500	325	...	....	89,473 00	4
1	854700	7760	...	108800	1000	.....	25600	.....	11380	.....	.....	....	56,330 00	5
...	124060	2370	...	12530	.....	...	6400	.....	180	....	.....	....	8,022 00	6
...	45520	19560	150	99610	14650	....	24620	6075	35560	..	.....	....	18,875 00	7
....	1900	.....	....	150	800	4800	740	100	58520	854	....	....	4,719 00	8
...	3580	230	....	52320	6550	.....	17760	3150	57140	.....	.....	....	9,955 00	9
..	.....	.....	....	1490	5850	.....	2700	9750	133000	..	...	..	8,182 00	10
..	183860	53880	310	371430	.....	....	5440	.....	.....	.....	.....	....	52,027 00	11
....	162900	157970	1000	342630	2200	9820	26040	3050	19640	468	20	300	66,962 00	12
...	83400	31540	...	4980	185800	4300	12640	50	9120	513	....	....	24,936 00	13
....	1240	800	300	7620	30800	12100	11940	.. .	11020	1145	245	...	7,653 00	14
1	2821120	574290	1760	1895830	1520200	51920	472520	30600	812080	5134	265	300	.....	
10	141056	57429	176	189583	121616	7788	23626	2448	40604	5134	159	3000	592,629 00	

RETURN of the Number of Fishermen, Tonnage and Value of Tugs, Boats,

Number.	Districts.	Fishing Material.									
		Tugs or Vessels.				Boats.			Gill-Nets.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Yards.	Value.
	Lake Ontario.			$			$				$
1	Lincoln	1	52	5000	3	83	3466	98		96128	4822
2	Wentworth					17	3715	34		52200	2088
3	Halton					18	4060	37		122000	4345
4	Peel					2	400	2		5000	375
5	York	3		1900	25	17	1250			44600	2567
6	Ontario					7	104	12		7900	214
7	Durham					1	150	2		3000	150
8	Northumberland					16	935	19		54000	1150
9	Prince Edward					59	1390	90		37200	874
10	Bay of Quinté					99	4581	182		38900	503
11	Amherst Island					39	1300	48		19000	1450
12	Wolfe Island and vicinity					31	458	40		5280	79
	Totals	4	52	6900	28	389	21809	564		485208	18617
	Values $										
	Inland Waters.										
1	Frontenac County					77	1133	138		2720	310
2	Leeds, Lennox and Addington					55	725	78		1080	99
3	Russell, Prescott, Carleton and Renfrew Counties					41	284	45		6560	104
4	Nipissing District	5	30	4400	14	18	2615	36		4500	150
5	Simcoe					6	100	6			
	Totals	5	30	4400	14	197	4857	303		14860	663
	Values $										

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Nets, &c., also Kinds of Fish caught during the Year 1907.

Kinds of Fish.															Value.	
Herring, salted, brls.	Herring, fresh, lb.	Whitefish, lb.	Whitefish, salted, brls.	Trout, salted, brls.	Trout, lb.	Pickerel or doré, lb.	Pike, lb.	Sturgeon, lb.	Eels, lb.	Perch, lb.	Tullibee, lb.	Catfish, lb.	Mixed and coarse fish, lb.	Caviare, lb.	$ cts.	Number.
399	470540	23600	..	..	....	14730	3200	4800	1050	5140	...	3500	10580	..	33,470 00	1
....	79380	13050	..	..	8000	930	40000	.....	600	1460	....	700	21700	....	10,617 00	2
...	209000	.....	..	..	1800	.....	.....	.....	.....	.....	.....	.....	.....	...	10,630 00	3
...	10000	3000	..	..	5000	.....	450	.....	300	500	....	225	340	....	1,414 00	4
....	40000	4350	..	..	11320	.....	550	.....	.....	160	.....	.....	6180	....	3,928 00	5
....	6140	990	..	..	40	.....	50	.....	.....	.....	.....	.....	20	....	415 00	6
....	16000	800	..	..	1500	.....	.....	.....	.....	40	..	.....	2000	....	1,132 00	7
...	12520	8310	..	..	29680	60	33000	.....	100	23940	..	24150	35920	....	12,002 00	8
38	15280	57940	..	..	32260	2450	13500	380	1950	10600	....	17600	28360	..	15,019 00	9
39	47920	99890	..	..	.....	40520	155050	.....	5400	98300	2600	221625	150880	....	59,900 00	10
....	6680	131660	1	..	16190	13410	22800	1900	.....	11460	....	600	1200	....	19,260 00	11
....	.....	100	..	7	.....	290	27600	.....	11000	17020	550	28900	25960	....	7,471 00	12
476	913460	343690	1	7	105790	72390	296200	7080	20400	168920	3150	297300	283140	...	.....	
4760	45673	34369	10	70	10579	7239	23296	1062	1224	8446	189	23784	14157	....	175,258 00	
7½	4880	.....	..	..	.....	.....	25150	.....	.....	6720	....	27200	61530	...	7,919 50	1
....	5000	.....	..	..	1000	.....	6950	.....	.....	8980	....	37300	33320	....	6,005 00	2
...	.....	570	..	..	.....	590	1850	50	.....	100	....	500	53000	....	2,966 50	3
....	56990	27800	..	..	1000	159700	48900	83980	.....	.....	.....	.....	50390	9455	50,183 00	4
...	20	1250	..	..	205	.....	.....	.....	.....	.....	.....	.....	650	....	179 00	5
7½	66890	29620	..	..	2205	160290	82850	84030	.....	15800	....	65000	198890	9455	.....	
75	334450	2962	..	..	220	16029	6628	12604	.....	790	....	5200	9944	9455	67,253 00	

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ONTARIO

RECAPITULATION of the Number of Fishermen, Tonnage and

Number.	Districts.	Fishing Material.								
		Tugs or Vessels.				Boats.			Gill Nets.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men	Yards.	Value.
				$			$			$
1	Lake of the Woods and Rainy River	4	300	6000	12	26	4850	57	44000	5800
2	Lake Superior	29	393	74020	132	49	3905	50	450700	26060
3	Lake Huron (North Channel)	22	394	80500	122	75	11880	150	776200	69580
4	Georgian Bay	24	494	60800	111	111	10772	204	1013300	66036
5	Lake Huron (Proper)	13	344	43000	72	128	15941	238	783850	40430
6	Lake St. Clair and River Thames	12	10	3950	20	154	15015	302	...	...
7	Lake Erie	36	763	108050	214	319	45596	587	480500	46893
8	Lake Ontario	4	52	6900	28	389	21809	564	485208	18617
9	Inland Waters, including Lake Nipissing	5	30	4400	14	197	4857	303	14860	663
	Total	149	2780	387620	725	1448	134625	2455	4048618	274019

RECAPITULATION of the quantity of Fish

Number.	Districts.	Herring salted, brls.	Herring, fresh, lb.	Whitefish, lb.	Whitefish, salted brls.	Trout, lb.	Trout, salted, lb.
1	Lake of of the Woods and Rainy River	...	...	612000	...	42310	...
2	Lake Superior	...	799200	300640	...	1575040	...
3	Lake Huron (North Channel)	19	31700	787780	25	1665080	140
4	Georgian Bay	99½	74900	293240	46	1302183	151
5	Lake Huron (Proper)	462	168500	81820	1	1062260	823
6	Lake St. Clair and River Thames	...	5617	143810	...	...	...
7	Lake Erie	1	2821120	574290	300	1760	...
8	Lake Ontario	476	913460	343690	1	105790	7
9	Inland Waters, including Lake Nipissing	7½	66890	29620	...	2205	...
	Totals	1065	4881387	3166890	373	5756628	1121
	Values $	10650	244069	316689	3730	575662	11210

SESSIONAL PAPER No. 22

FISHERIES—*Concluded.*

Value of Tugs, Vessels, Boats, Fishing Material, &c., for 1907.

Fishing Material.									Other Fixtures Used in Fishing.				
Seines.			Pound Nets.		Hoop Nets.		Night Lines.		Freezers and ice-houses.		Piers and wharves.		
Number.	Yards.	Value.	Number.	Value.	Number.	Value.	Number Hooks.	Value.	Number.	Value.	Number.	Value.	Number.
		$		$		$		$		$		$	
.....	.....	.....	14	2000	2	250	.....	.....	9	10825	1	200	1
.....	.....	.....	31	3700	.....	.....	.....	.....	13	14600	2	2100	2
.....	.....	.....	90	23025	.....	.....	.....	.....	13	5600	2	2500	3
.....	.....	.....	1	400	.....	.....	.....	.....	20	17750	8	7425	4
25	939	293	76	16080	3	10	.....	.....	22	10100	.....	.....	5
73	10266	3287	10	2625	138	7110	3200	178	5	775	14	6595	6
51	17250	5693	250	89425	65	.....	12100	121	122	47070	5	1000	7
6	60	62	.....	.....	195	3425	1300	26	69	3178	.....	.....	8
11	255	320	20	7990	80	1530	4300	46	22	5815	.....	.....	9
166	28770	9665	492	145245	483	12325	20900	371	275	115713	32	19820	

caught in Ontario for 1907– *Concluded.*

Pikerel or Doré, lb.	Pike, lb.	Sturgeon, lb.	Eels, lb.	Perch, lb.	Tullibee, lb.	Catfish, lb.	Mixed and coarse fish, lb.	Caviare.	Sturgeon bladders, No.	Value.	Number.
159010	122150	92520	.....	300	15700	.....	100000	4900	200	115,959 00	1
63240	2850	2540	29600	.....	55950	.....	22200	.....	.....	240,704 00	2
345950	54000	24540	.....	300	.....	1700	64300	408	.....	295,081 00	3
18375	59995	6840	.....	1100	.....	100	24500	1012	.....	176,215 40	4
398400	2200	6200	.....	321680	.....	1650	96520	1127	4825	201,703 00	5
78767	43595	40875	.....	53062	.....	41975	615860	1261	.....	70,222 50	6
1895830	1520200	51920	.....	472520	.....	30600	8120800	5134	265	592,629 00	7
72390	296200	7080	20400	168920	3150	297300	283140	.....	.....	175,258 00	8
160290	82850	84030	.....	15800	.....	65000	198890	9455	.....	67,253 00	9
3192252	2184040	316545	50000	1033682	74800	438325	2217490	23297	5290	.....	
319225	174723	47481	3000	51684	4488	35066	110874	23297	3174	1,935,024 90	

RECAPITULATION.

Of the Fishing Tugs, Boats, Nets, &c., employed in the Province of Ontario, 1907.

Articles.	Value.
	$
149 tugs (2,780 tons), 725 men	387,620
1,448 boats, 2,455 men	134,625
4,048,618 yds. gill net	274,019
166 seines (28,770 yds)	9,665
492 pound nets	145,155
483 hoop nets	12,325
20,900 hooks on set lines	371
275 freezers and ice houses	115,713
32 piers and wharfs	19,820
90 spears	90
Total	1,099,403

STATEMENT of the Yield and the Value of the Fisheries of the Province for the Year, 1907.

Kinds of Fish.		Quantity.	Price.	Value.
			$ cts.	$ cts.
Whitefish	brls.	373	10 00	3,730 00
"	lb.	3,166,890	0 10	316,689 00
Trout	brls.	1,121	10 00	11,210 00
"	lb.	5,756,628	0 10	575,662 80
Herring	brls.	1,065	10 00	10,650 00
"	lb.	4,881,387	0 05	244,069 35
Pickerel	"	3,192,252	0 10	319,225 20
Pike	"	2,184,040	0 08	174,723 20
Sturgeon	"	316,545	0 15	47,481 75
Caviare	"	23,297	1 00	23,297 00
Bladders	"	5,290	0 60	3,174 00
Eels	"	50,000	0 06	3,000 00
Perch	"	1,033,682	0 05	51,684 10
Catfish	"	438,325	0 08	35,066 00
Coarse Fish	"	2,217,490	0 05	110,874 50
Tullibee	"	74,800	0 06	4,488 00
Total				1,935,024 90

COMPARATIVE Statement of the Yield of the Fisheries of the Province.

Kinds of Fish.		1906.	1907.	Increase.	Decrease.
Whitefish	lb.	2,875,450	3,166,890	291,440	
" (salted)	"	52,200	74,600	22,400	
Herring	"	4,280,500	4,881,387	600,887	
" (salted)	"	263,200	213,000		50,200
Trout	"	6,456,260	5,756,628		699,632
" (salted)	"	475,000	224,200		250,800
Pickerel	"	2,956,200	3,192,250	236,050	
Pike	"	1,950,200	2,184,040	233,840	
Sturgeon	"	329,000	316,545		12,455
Caviare	"	21,520	23,297	1,777	
Eels	"	20,100	50,000	29,900	
Perch	"	754,700	1,033,682	278,982	
Catfish	"	530,800	438,325		92,475
Coarse fish	"	2,138,200	2,217,490	79,290	
Tullibee	"	38,000	74,800	36,800	
Bladders	"	500	5,290	4,790	
Total		23,141,830	23,852,424	1,819,156	1,105,562
Total increase 1907				711,594	

APPENDIX No. 8.

MANITOBA.

REPORT ON THE FISHERIES OF MANITOBA, FOR THE YEAR 1907, BY THE INSPECTOR OF FISHERIES WM. S. YOUNG.

SELKIRK, Man., June 1, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa, Canada.

SIR,—I have the honour to submit the annual report on the yield of the fisheries for the province of Manitoba and the unorganized district of Keewatin lying north and east of the province of Manitoba, for the year ending 31st March, 1908, including statistics showing the number of men employed, the number of boats, nets, &c., their value, and varieties and quantities of fish caught.

The subdivisions of my district are the same as made in my last report, with exception of a change in the Lake Winnipeg district which is as follows:—Lake Winnipeg and its tributaries, comprising the principal waterways, as the Red river flowing from the south; the Winnipeg river and its expansions forming from the east. Lakes Winnipegosis, Waterhen and Dauphin comprise all the waters of Lake Winnipegosis, which lies about the centre of the province and extends to the northern end of the province: Lake Dauphin lies to the south of Winnipegosis Waterhen river or lake lies in between the waters of Winnipegosis and Lake Manitoba.

The following waters comprise the Lake Manitoba district: Manitoba, Shoal and St. Martin. Lake Manitoba lies between Lake Winnipeg and Winnipegosis; St. Martin lies between Lakes Winnipeg and Manitoba, and is connected to both of these bodies of water by the Little Saskatchewan river on the one side and the Fairford river on the other, which are also included in this district.

Lakes Moose, Atikameg, Cormorant, and Saskatchewan river comprise a chain of lakes lying to the north of the Saskatchewan river and east of the eastern boundary of the province of Saskatchewan, there is also included all the waters of the Saskatchewan river and its expansions and tributaries.

Nelson river, Hudson and James Bay district comprise all the waters of the Nelson river and its expansions and tributaries.

Lakes Rock, Pelican, Swan and Louise and a district formed of small lakes lying to the south and west of the province, the principal ones of which are Lakes Oak, Clearwater, and Killarney, and Fish lake on the boundary line, a portion of which extends across into the State of Dakota.

The yield and value of fish produced are as follows:—

Kinds of Fish.	Lbs.	Value.
		$
Whitefish	3,695,000	258,650
Trout	100,000	7,000
Pickerel	3,995,000	239,700
Pike	2,321,000	81,235
Sturgeon	177,000	17,700
Perch	82,000	2,870
Tullibee	1,380,000	48,300
Catfish	175,000	14,000
Coarse fish	2,425,000	52,000
Goldeyes	586,000	17,710
Home consumption	1,665,000	49,950
Caviare	17,500	17,500
Total	16,538,500	806,615

In the production and handling of these fish twenty-two tugs and vessels were used, of a tonnage of ten hundred and thirty-four tons, valued at one hundred and thirty-two thousand eight hundred dollars, on which were employed one hundred and forty-nine men.

Also five hundred and thirty boats were used, valued at twenty-four thousand, eight hundred and seventy five dollars, on which seven hundred and five men were employed.

The total amount of capital invested in the fisheries of my districts amounting to the sum of five hundred and ten thousand, four hundred dollars. In connection with the work of our fisheries over eighteen hundred men were employed.

It will be noted that there is a large falling off in the production of whitefish, while the apparatus used was practically the same as used the previous year. In the first place, the season was a month later than usual in opening up, it being about the first of July before any fish were taken. Throughout the summer season the weather conditions were very unfavourable for successful operations of the fisheries, which created a shortage in the catch. My observations lead me to believe that the shortage was entirely due to the above cause, and not from depletion of the fishery. I have no doubt but that when the weather conditions are favourable for successful operations the fishery will redeem itself.

The only other fishery operated, during the summer season, is that of Cedar and Moose lakes, and Nelson river districts, which kept up their previous record by yielding in value of fish caught to the amount of thirty-two thousand, one hundred and seventy-five dollars.

All the winter fisheries did well, although the catch is under the average. This was not caused by any scarcity of fish but owing to the fact of an overloaded market, on account of which many fishermen pulled out their nets and suspended operations.

In conclusion, I would like to say that the action of the department in passing an order in council shortening the commercial season will have the desired effect of protecting the whitefish of Lake Winnipeg, which was heretofore prosecuted up to the fifth day of October. I am satisfied that the fisheries will have a good future if the policy of the department is carried out, by keeping the commercial season as it is at present, which dates from the first day of June to the fifteenth day of August. The policy of the department will redound to their credit by protecting the fisheries without seriously curtailing the industry.

All of which is respectfully submitted.

I have the honour to be, sir,

Your obedient servant,

W. S. YOUNG,

Inspector of Fisheries.

RETURN of the Number of Fishermen, Tonnage and Value of Tugs, Vessels and Boats, the Quantity and Value of all Fishing Materials, &c., in the Fishing Industry in the Province of **Manitoba** and **Keewatin** for the Year 1907-08.

Number.	DISTRICTS.	FISHING MATERIAL.																OTHER FIXTURES USED.				Number.
		Tugs or Vessels.				Boats.			Gill-nets.			Seines.			Pound-nets.		Men employed, freezers and docks.	Freezers and Ice-Houses.		Piers and Wharfs.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.		Number.	Value.	Number.	Value.	
				$			$				$			$		$			$		$	
1	Lake Winnipeg and its tributaries	13	829	102300	115	475	19000	600	6666	40000	66660	11	363	385	.....	.....	325	96	212000	29	15000	1
2	Lakes Winnipegosis, Waterhen and Dauphin	3	75	5000	10	.. .	.....	....	1250	75000	12500	....	....	...	....	.....	35	5	9000	2	1000	2
3	Lakes Manitoba, Shoal and St. Martin	1	15	1500	3	....	.....	....	1083	65000	10830	....	....	....	.....	....	25	3	2000	....	.....	3
4	Lakes Cedar, Moose, Atikameg, Cormorant and Saskatchewan River	4	90	20000	16	30	3000	60	920	46000	9200	....	....	....	12	3600	40	4	500	4	200	4
5	Hudson and James Bay and Nelson River district	1	25	4000	5	20	2000	40	720	36000	7200	....	....	....	....	.....	30	3	3000	1	200	5
6	Lakes Rock, Pelican, Oak and Clearwater	....	...	.....	....	5	75	5	25	1250	250	....	..	.....	.. .	.....	...	....	.....	....	....	6
	Totals	22	1034	132800	149	530	24075	705	10664	623250	106640	11	363	385	12	3600	455	111	226500	36	16400	

RETURN showing the Kinds and Quantities of Fish in the Province of **Manitoba** and **Keewatin** for the Year 1907–08.

Number.	Districts.	Kinds of Fish.												Value.	Number.
		Whitefish, lb.	Trout, lb.	Pickerel, lb.	Pike, lb.	Sturgeon, lb.	Perch, lb.	Tullibee, lb.	Catfish, lb.	Mixed and coarse fish, lb.	Goldeyes, lb.	Home consumption, lb.	Caviare, lb.		
														$ cts.	
1	Lake Winnipeg and its tributaries	2000000	.....	2750000	754000	150000	75000	1250000	175000	2000000	400000	750000	15000	498,265 00	1
2	Lakes Winnipegosis and Dauphin	500000	.....	700000	600000	.....	.....	5000	.....	300000	6000	350000	.....	114,885 00	2
3	Lakes Manitoba Shoal and St. Martin	140000	.....	300000	900000	.....	7000	125000	.....	100000	100000	300000	.....	78,420 00	3
4	Lakes Cedar, Moose, Atikameg and Cormorant and Saskatchewan River	700000	100000	200000	2000	20000	.....	.....	.....	75000	.....	75000	2000	75,820 00	4
5	Nelson River and tributaries—Hudson and James Bays	350000	.....	5000	5000	7000	.....	.....	.....	75000	.....	150000	500	32,175 00	5
6	Lakes Rock, Pelican Oak and Clearwater	5000	.....	40000	60000	.....	.....	.....	.....	50000	.....	40000	.....	7,050 00	
	Totals	3695000	100000	3995000	2321000	177000	82000	1380000	175000	2600000	506000	1665000	17500		
	Total Values	258650	7000	239700	81235	17700	2870	48300	14000	52000	17710	49950	17500	806,615 00	

APPENDIX No. 9.

SASKATCHEWAN.

REPORT ON THE FISHERIES OF SASKATCHEWAN BY INSPECTOR E. W. MILLER, FOR THE YEAR ENDING MARCH 30, 1908.

Qu'Appelle, Sask., April 1, 1908

To the Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I have the honour to submit the following report on the fisheries of the province of Saskatchewan for the year ending March 31, 1908, together with statistical returns showing yield of fish, values of the catch, plant, &c.

The fishery year as now computed to coincide with the Dominion fiscal year, includes both the complete summer and winter seasons and thus enables a more exact report than was formerly possible.

The extremely cold winter of 1906-7 made the lakes unusually late in breaking up, the ice continued quite solid throughout April, and it was not until the latter end of May that the lakes became wholly free of it. The spring spawning fish were correspondingly late in running and many of them caught in June were not clean fish. With the exception of the sturgeon fishery carried on in the Cumberland district, the fishing in summer season throughout the province was strictly for immediate local consumption, there being yet no provisions for the storage and conveyance of fish caught in hot weather. Only a few of the minor lakes are so situated as to permit of the speedy conveyance to a market of fish caught there in summer time. This is unfortunate, for then, locally, the best sale could be made. Early in the fall it became apparent that owing to the partial failure of the crop in many districts there would be many more settlers anxious to fish during the winter than in previous years. The number of licenses applied for was, in fact, more than double that of the previous winter, and there is no doubt that to those settlers conveniently situated near the lakes, the supply of fish obtained was most acceptable. In some cases the local markets were over supplied and prices ruled low accordingly. The export demand was also weak especially towards the close of the season, so that operations on the northern lakes terminated much earlier than usual and the returns were disappointing. The season was exceptionally mild and open which while favourable to the actual operations of the fishermen tended to make the safe storage and conveyance of the fish uncertain and difficult, which added to the large catch made in more eastern waters accounts for the comparatively poor demand and price.

No alterations was made in the conditions on which fishery licenses are issued in this province and consequently all fishing was done under 'domestic' licenses which are granted to individuals and only for a limited extent of net. Companies operating here have consequently to confine themselves to the fitting out of fishermen who have secured licenses and the subsequent purchase of their catch. This course has not been found very satisfactory and no large development of the more northern fisheries is likely under these conditions.

Numerous applications are received from time to time for the stocking with fish of various small bodies of water; in nearly all cases these lakelets though appearing to the settler of recent years to be permanently fit by depth and area for the reception of fish, have been and are again liable to be at any time so reduced by a dry season or two as to be quite incapable of sustaining fish life: others have waters too alkaline. There are however a few cases in which it would appear that coarse fish could be placed

with justifiable hopes of success and it is desirable that provision should be made for such cases.

The active enforcement of the regulations against the taking of fish in their spawning seasons and the prevention of the use of illegal and destructive nets, &c., at other times, have been most successful in preserving a full supply of fish. At a few points the number of licenses has now reached the maximum number which can safely be issued without fear of depletion. At other remote points there is room for a large expansion of the fishing as soon as freighting facilities and the extension of settlement tend to make it remunerative.

In the older districts where the lakes are beginning to draw large numbers of summer visitors, there is a demand for the stocking of such waters as may be found suitable, with black bass so that better sport may be offered to the angler. Many of the small lakes in the southern part of the province are already far more appreciated and visited for the purposes of recreation and pleasure than they ever were from a utilitarian standpoint, and any measures for this improvement of the nature suggested would meet with general favour.

Mr. Andrew Halkett, curator of the Department's museum at Ottawa, visited this province in the summer, and was successful in obtaining good specimens of the different species of fish life in our waters, including many small varieties which do not often come under general observations.

Returns from the Grand Rapids and Nelson River districts, situated in Keewatin, were formerly included in the report of this inspectorate, but they have now been transferred to the Manitoba inspectorate. Consequently the very large catch made in Playgreen, Cedar, Moose and Clearwater Lakes for export, does not now appear in these returns, and the aggregate is smaller accordingly.

Four hundred and ninety seven licenses to fish with nets were issued during the year, a very large increase notwithstanding the reduction of the district to Saskatchewan alone.

Nineteen prosecutions were made for infringements of the Fisheries Act, a conviction being secured in each case.

In the small lakes of the Moose Mountain district no whitefish are found and a very limited number of net licenses are issued. The lakes are however much visited for pleasure purposes and the amount of angling done is very large.

At Fish lake, Guardian Powell reports that in the catches made pike are now as more numerous than formerly, when pickerel formed the main part, but both varieties well as mullet continue to be plentiful. At Gooseberry lake although but a small sheet of water large catches of pike were made until this year when none are to be found. This is attributed to the severe winter of 1906-7 when the ice formed was so thick that the water beneath became very impure and the fish nearly all died and were thrown upon the shore in spring. Overseer Silverthorn reports that the net fishing in Long lake was confined to a limited amount through the summer as has hitherto been the case owing to lack of proper means of marketing the fish in good condition. A large amount of angling was done and good catches of pike and pickerel made. A large number of the latter species died from some natural cause during the hotter months. A great increase took place in the winter fishery when whitefish formed the main catch, no less than ninety licenses being issued. The fishing is done by settlers resident in the district and the catch marketed locally, the cities of Regina and Moosejaw being well supplied from this lake. The dam on the Qu'Appelle river constructed by the Public Works Department to turn a portion of that river's flow into the lake, has been effectual in maintaining its level and while primarily constructed to improve the navigation of the lake, has materially benefited it from a fishery point of view. Whitefish were caught in the winter at places where in previous seasons it was quite useless to set nets.

The Qu'Appelle chain of lakes continue to show a slight improvement in the quantity of whitefish caught and certainly exhibit no falling off in the stock of the coarser varieties. The amount of angling done in these lakes is very large, both in summer and winter.

The Indians and many of the foreign settlers prefer setting hooks through the ice to fishing with nets and make astonishingly large catches in that way, though of course they do not get whitefish or tullibee. The largeness of the pike caught in these lakes is often a matter of remark, Guardian Leader reporting several instances where 30 lbs. were exceeded. The Katepwe dam remains in good shape and answers its purpose of preventing an excessive lowering of water level in these lakes.

Crooked and Round lakes, lower down the Qu'Appelle valley, have also kept in good condition. Only a few net licenses are in operation here but the number of visitors to the lake and the catch of fish by angling shows a steady increase.

A large number of small lakes lie along the line of the Canadian Northern Railway in Eastern Saskatchewan, many of them are well stocked with pike and mullet, the principal ones being Fishing lake and Devil's lake. These waters are much appreciated by the settlers and a large amount of fishing in the aggregate is done. Licenses are issued for a small amount of netting only so as to make the fishing of as much general benefit as possible.

Eagle Quill Lake near Swift Current is noteworthy as the only lake in the province lying south of the Canadian Pacific Railway which contains whitefish. A fair catch is made here in proportion to the size of the lake, all of which meets with a ready local sale. In the Jackfish and Turtle lakes north of Battleford, the summer fishing was of the usual limited nature for local consumption only. The winter season however brought a very large increase, a much larger number of settlers taking out licenses than in any previous year, one hundred and twenty-three being issued. These lakes are not large enough to permit of so much net as that authorized by such a number of licenses, every year, but Guardian Schaefer reports that many of the license holders fished only a short time and that the full amount of net sanctioned was not used by a large number of the men. The catch made was very satisfactory and of course much in excess of local requirement. As mentioned in another portion of my report, the export demand was poor and towards the close of the season the prices realized by the fishermen were not very remunerative. Brightsand lake was also fished to a small extent, but it was found that nets set there were very quickly destroyed by a grub prevalent in its waters.

Cold lake, a large and beautiful lake on the boundaries of the two provinces about 90 miles north of Lloydminster, was fished more extensively this winter than heretofore. This lake is plentifully stocked with lake trout and very fine whitefish. In the summer the only call on it is the few fish caught by the band of Indians resident in its neighbourhood. Twenty licenses were granted for the winter fishery, the catch being drawn by sleigh to Lloydminster and thence exported. Owing to the great depth of this lake, fishing through the ice is rarely practicable until after Christmas, when brought within easier access, this and neighbouring lakes should give a large production of fish. Four carloads were shipped this winter.

In the Prince Albert district now under charge of Overseer Headrick, the summer season presents no special features of interest. There was a slight increase in the amount of fishing done in the two branches of the Saskatchewan river, but very little of the catch finds its way even to the local markets. At the beginning of the winter preparations were made for conduct of a fishery for the export trade at Montreal, Red Deer and the Trout lakes and fifty licenses taken out for that purpose. The fishermen were informed that they would have to restrict themselves to the amount of net authorized under their domestic licenses. Fish were found plentiful but the regular fishermen claimed that they were unable to make a profitable season under the conditions imposed. Moreover the market proved rather flat and consequently operations ceased at a much earlier date than usual. Only five carloads were exported from Prince Albert against nineteen the previous season. In the more northern lakes where the catch is at present confined to that needed by the traders, missionaries, and Indians for their food supply, conditions remained normal and no scarcity of fish is reported from any point.

There is, in this district, a large surplus of fish over and above local requirements and while under existing conditions no large and immediate development can be anticipated, the future will no doubt see a flourishing industry established.

In the Cumberland lakes, the summer sturgeon fishery was carried on but for a more limited season than in former years, owing to the stoppage of the transport facilities down the Saskatchewan river. Gill nets only were in use, the pound nets having been discarded, their working not proving successful in these waters.

In conclusion I would say that the conditions attending the fishery in different parts of the province vary so much, that the present system of issuing one style of license only is proving more and more impracticable. The bulk of the licenses are issued to settlers who fish in the waters of their own immediate district and who do so only at such times as they can temporarily without inconvenience leave their main occupations. Their catch is consumed to a large degree by themselves and families and the balance disposed of among neighbours or sold in neighbouring villages and towns. Few of them use the full amount of net sanctioned by the domestic license. The case of men who wish to rely on fishing for their sole employment in the winter season is very different. Their fishing is done in lakes so situated that they have to make winter homes on the spot and fishing is their business. If they are not allowed to use the quantity of net they are capable of working efficiently, their work becomes desultory and unsatisfactory.

At the more northern lakes to which these men resort, and which lie in as yet unsettled districts there is no local demand for fish and they depend on the export of their catch from the nearest railway point. Transport to that point often takes a considerable percentage of the value of the fish and consequently to have a reasonably profitable season they must make a much larger catch than men fishing in more accessible waters. It will be seen therefore that changes in the regulations to enable such varying conditions to be fairly dealt with have become very necessary.

I have the honour to be, sir,

Your most obedient servant,

ERNEST W. MILLER,

Inspector.

SASKATCHEWAN.

RETURN of the Number of Fishermen, Value of Boats, Nets, &c., and the Quantity and Value of all Fish in the Province of **Saskatchewan** for the Year 1907-8, by Fishery Inspector E. W. Miller, at Qu'Appelle.

Number.	Districts.	Fishing Material.					Whitefish, lb.	Trout, lb.	Pickerel, lb.	Pike, lb.	Sturgeon, lb.	Tullibee, lb.	Mixed and coarse fish, lb.	Value.	Number.
		Boats.			Gill-nets.										
		Number.	Value.	Men Licensed.	Fathoms.	Value.									
			$			$								$ cts.	
1	Qu'Appelle	90	1800	171	9000	1400	80060	.....	149000	220000	.....	16000	50000	19,540 00	1
2	Battleford	30	600	153	21000	3150	425000	20000	10000	80000	3000	.....	40000	30,240 00	2
3	Prince Albert	50	600	65	15000	2250	280000	30000	12000	110000	2000	5000	30000	23,160 00	3
4	Northern Lakes	250	2500	24	6000	900	250000	30000	15000	80000	.....	.....	30000	20,250 00	4
5	Cumberland	100	1000	12	3000	450	60000	5000	10000	40000	46000	5000	30000	9,300 00	5
	Totals	520	6500	425	54000	8150	1095000	85000	187000	530000	45000	26000	180060	.....	
	Values $	.....	.....	.....	.....	.....	65700	5160	9350	15900	3600	1940	1800	102,490 00	

APPENDIX No. 10

ALBERTA.

NOTE.—REMARKS ON SOME OF THE PRINCIPAL LAKES IN THAT PROVINCE PUBLISHED IN LAST YEAR'S REPORT.

Some of the principal fishing lakes of Alberta.

Lac la Biche.—This lake is well stocked with fish. Though the lake has been tried by experienced men, accustomed to fish in lake Winnipeg and other northern waters, they have not been able to catch fish after the real cold weather sets in. If the fish could be located a profitable fishing industry would spring up. This lake could stand one commercial license, without doing it any harm, especially if the fishing were limited to the winter months of the year.

Touchwood Lake.—This lake lies some twenty miles north of Lac la Biche. The whitefish in this lake will average about four pounds and are in fine condition. Pickerel are also fairly numerous in this lake. Within a radius of thirty miles of this lake there are many lakes where the conditions are exactly similar. Trout lake contains trout similar to that of C ld lake. None of these lakes are very large, and are only separated one from another by short portages of from one to six miles.

Buck Lake.—Thirty miles south west of Lac la Biche, which was at one time pretty well fished out is now well stocked with large whitefish. Formerly there were quite a number of half-breeds who lived at this lake and made a fishery there in the fall for winter use, and so fished out the lake. This fall fishing during spawning season, was stopped and the lake is now full of fine fish. There are very few Indians who resort to this lake now.

Beaver Lake.—The south end of this lake runs within three miles of Lac la Biche Fish spawn in it about October 7, while in Lac la Biche they do not b gin to spawn until the fifteenth. The lake which at one time was pretty well fished out is now well stocked with fish.

Whitefish Lake.—This lake is picking up, not because it is protected, but because it is not as heavily fished as in former years, many of the Indians having moved on to the reserve at Saddle lake.

Little Whitefish Lake.—Lying north of Victoria or Pakan, is a good little lake not much fished. The present close season for whitefish gives it no protection as the fish in it do not spawn until after Christmas.

Little Devil's Lake.—The whitefish in this lake do not increase, the lake is really just a widening of the Sturgeon river, which flows out of Lake Ste. Anne, and as it is now well stocked with fish there is nothing to prevent their passage to Devil's lake. The lake swarms with pike, they would have to be killed off before whitefish could make much headway in the lake. As this lake at one time was swarming with whitefish, it is a pity it could not be brought back to its former state, as it is so close to Edmonton.

White Whale Lake.—This lake is miscalled Wabamun on the maps. Wabamun is not an Indian word it me ns nothing. Wabamao is the Cree name of the lake and really means the Big Fish lake, as the Indians have a tradition of a very big fish of a white

colour having been seen there. The white traders on this account gave it the name of White Whale lake. The lake is well stocked with fish. Fishing on this lake is now confined to residents within a radius of two miles of the lake. Many of the settlers have no experience as fishermen, and were only learning the business last winter, and did not do much, especially in first part of season. Water overflowing the ice also was a great hindrance to the fishermen nearly all winter. The half breeds of Lake St. Anne were previous to this year allowed to fish in this lake. This is not now allowed.

Lake St. Anne.—This is another lake where the whitefish cannot be caught after cold weather sets in. The fishermen now that they cannot get leave to fish in White Whale lake will make greater effort to locate the fish, which are now very plentiful.

Shining Bank Lake.—This lake which is west of Lake Ste. Anne, is well stocked with large whitefish and is now attracting settlers and fishermen. I tried to send an officer there during the winter but the state of the roads was such that it was impossible for one man and a team to pass through. This lake will hereafter require supervision.

McLeod Lake.—The same remarks apply to this lake as to the previous one. The largest whitefish in the country are killed in this lake. They will average seven or eight pounds. Worms are very bad in this lake. A net set at night will be eaten up entirely by morning. Tanning the nets gives some protection but does not always prove effective.

Pigeon Lake.—A wonderful lake, heavily fished for years, the fish are still plentiful and always fat. Fishing in this lake is now confined to residents within a radius of one and a half miles. If summer fishing were to be carried on to any extent, the residence limit would have to be cut down.

Battle River Lake.—A beautiful little lake not too heavily stocked with whitefish. No fishing for sale on any kind of license should be allowed in this lake, as in its present state it will not stand heavy fishing.

PROVINCE OF ALBERTA.

RETURN of the Number of Fishermen, Number and Value of Fishing Boats, Nets and all Kinds of Fish in the Lakes of the Province of **Alberta**, for the Year 1907-8.*

Number.	Districts.	Fishing Material.								Kinds of Fish.						Number.
		Boats.			Gill-nets.			Hand lines.		Whitefish.	Pickerel.	Pike.	Tullibee.	Mixed fish	Value.	
		No.	Value	Men.	No.	Fathoms.	Value	No.	Value	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	$	
1	Lac LaBiche	60	600	80	250	7,500	800	100	100	20,000	1,500	.....	2,500	4,000	1,215	1
2	Beaver, Cooking and Hasting Lakes	15	100	18	45	450	700	100	100	.....	.....	82,000	.....	6,000	2,520	2
3	Heart Lake	10	80	10	20	700	70	.....	.....	24,000	.....	.....	.....	52,000	1,720	3
4	Whitefish Lake	8	40	15	40	1,200	120	.....	.....	9,000	.....	.....	.....	5,000	500	4
5	Buffalo Lake and vicinity	50	500	600	85	3,000	250	400	400	3,000	.....	330,000	.....	135,000	11,400	5
6	Pigeon Lake and vicinity	30	450	120	700	20,000	2,500	.....	.....	392,000	25,000	35,000	.....	55,000	22,450	6
7	Conjuring Lake and vicinity	24	240	144	60	1,800	200	150	150	.....	1,500	1,500	.....	3,200	152	7
8	Ste. Anne Lake	15	140	15	45	450	190	.....	.....	20,000	.....	.....	.....	5,000	1,050	8
9	White Whale Lake	18	180	75	150	4,200	500	.....	.....	190,000	1,500	2,500	.....	1,000	9,660	9
10	Bad, Baptiste and LaLune Lakes	25	200	70	80	2,500	250	100	100	25,000	4,500	6,000	20,000	13,000	2,585	10
11	Buck Lake and vicinity	10	50	15	30	90	240	.....	.....	48,000	4,000	3,000	.....	80,000	3,490	11
12	Finchwood Lake	.....	.....	8	40	1,200	120	.....	.....	45,000	2,500	3,000	.....	1,000	2,475	12
13	Saskatchewan River in Alberta	.....	.....	100	30	900	90	100	100	.....	.....	.....	.....	10,000	100	13
	Totals	265	2,580	1,270	1,645	43,990	6,030	950	950	776,000	40,500	463,000	22,500	370,200	.....	
	Values	.....	.....	.....	.....	.....	.....	.....	.....	38,800	2,025	13,890	900	3,702	59,317	

* Mostly estimated.

RECAPITULATION

Of the Yield and Value of the Fisheries of the Provinces of **Manitoba, Saskatchewan** and **Alberta**, in 1907 08.

Kinds of Fish.		Quantity.	Value.
			$
Whitefish	Lbs.	3,566,000	363,150
Trout	"	185,000	12,100
Pickerel	"	4,222,500	251,075
Pike	"	3,313,890	111,025
Sturgeon	"	222,000	21,300
Sturgeon caviare	"	17,500	17,500
Perch	"	82,000	2,870
Tullibee	"	1,428,500	50,240
Catfish	"	175,000	14,000
Gold eyes	"	506,000	17,710
Coarse fish, including home consumption	"	4,715,200	107,452
Total for 1907			968,422
Total for 1906			1,492,923
Decrease			524,501

RECAPITULATION

Of the Fishing Crafts, Nets, &c., in the three above Named Western Provinces.

Articles.	Value.	Total.
	$	$
22 fishing vessels or tugs (1,034 tons, 149 men)	132,800	
1,315 fishing boats (2,400 men)	33,155	
		165,955
721,240 fathoms of gill nets	120,820	
363 fathoms of seines	385	
12 pounds nets	3,600	
950 hand lines	950	
		125,755
111 freezers	226,500	
36 fishing piers and wharfs	16,400	
		242,900
Total		534,610

APPENDIX No. II.

BRITISH COLUMBIA.

REPORT ON THE FISHERIES OF BRITISH COLUMBIA FOR THE YEAR 1907–8, BY INSPECTORS C. W. SWORD, J. T. WILLIAMS AND E. G. TAYLOR.

DISTRICT No. 1.

NEW WESTMINSTER, B.C., June 8, 1908.

To the Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to inclose statistics for District No. 1, British Columbia, for the Fishery year ending 31st March last.

There is little to remark upon in these. The sockeye salmon run has been poor. The total pack for the Fraser river being only 59,815 cases against 178,787 in 1906 and 204,849 in 1903. The pack on Puget sound was 93,934 against 183,977 in 1906 and 151,828 in 1903.

The re-establishment of the annual close season from 25th of August to the 15th September, while worthless as regards supplying the depleted spawning grounds in the interior with eggs (such spawning grounds being dependent solely on the earlier runs) had a bad effect in preventing the possibility of using the fall fish to fill up with in a year like last.

Your obedient servant,

C. B. SWORD,
Inspector of Fisheries.

District No. 2.

VANCOUVER, B.C., March 11, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to inclose my annual statistical report of the Fisheries of the Northern Coast of British Columbia, *(District No. 2,)* for the fiscal year ending March 31, 1908, including statement of salmon packs of the different canneries. These returns show a decrease in the aggregate, the total value of fish and fish products in 1907 being $2,335,053, against $2,589,474 in 1906. This is accounted for by the decrease in the Rivers Inlet pack, of some 28,000 cases.

SALMON.

The total pack of salmon for the district season, is as follows:—

	1907 Cases.	1906 Cases.
Sockeye	239,823	263,522
Cohoe	39,397	31,275
Spring	14,460	22,277
Humpback	35,638	15,101

Approximate detailed decrease and increase, season 1907.

	Cases.
Skeena river, decrease	3,000
Rivers Inlet "	28,000
Naas River "	700
Northern Coast increase	5,000

By reference to the above figures it will be noticed that there is a decrease in the Rivers Inlet pack of about 28,000 cases. It is probable there was no diminution of salmon, the climatic conditions were not so favourable for catching the fish, as on the previous season.

The increase in the North Coast fisheries occurred at Bella Coola and Lowe Inlet, but at Kimsquit there was a failure, this matter will be dealt with further on in my report.

SKEENA RIVER.

With regard to the Skeena river I am pleased to report a good pack, almost equal to last season, the run of spring salmon was exceptionally good, there was a fair run of Steelhead, and some cannerymen are packing these excellent table fish in ice, and sending them to the Cold storage at New Westminster, where they are forwarded to their ultimate destination.

There were not so many commercial licenses issued as last season, consequently the pack is more encouraging. The regulations were fairly well observed, this season for the better protection of the salmon and the enforcement of the regulations, the department is building a fast gasolene launch, this vessel will be of valuable assistance to our officers in carrying out the aforesaid regulations.

Good fishing was obtained in the Oxstahl river a tributary of the Skeena. We have every reason for expecting an improvement in this river, in the near future. In the spring of 1905, certain obstructions were removed by the department, and since that time large quantities of salmon have been observed in the lake above where the obstruction existed.

Regarding the Upper Skeena I am able to report most satisfactory results from the work of our fishery officers. No barricades were constructed during last season, and the Indians confined their fishing operations to legal methods, securing an ample supply of food for themselves and families during the winter.

The Babine Indians with whom we had so much trouble in 1906, were perfectly contented with the nets provided them by the department, for catching their winter supply of food, and I consider great credit is due the department for the masterly manner in which this most difficult, complicated and delicate question was settled.

I attach extracts from Overseer Helgesen's interesting report of his work and observations in this district last season.

During February the department undertook the work of removing certain obstructions in the Copper river, a tributary of the Skeena, that had been in existence for a considerable time.

This obstruction was removed in sufficient time to enable the salmon, principally sockeye, to ascend to the large area of spawning ground at the head waters of this river, and during the fall a fishery officer was despatched to the head waters of this river, with instructions to report on the quantity and variety of the salmon reaching these spawning grounds. He reported large quantities of salmon of all varieties, with a large preponderance in favour of the sockeye. This I consider most gratifying as for the last twenty years this area of water has been entirely depopulated, owing to the obstructions in the river.

Some additional work remains to be done in this river, and the department have issued instructionsto proceed immediately with it, this will be done as soon as climatic conditions are favo urable and render it possible.

Work on the removal of certain obstructions on Tatcha river, Babine lake has been authorized, and will be proceeded with, and I have every reason to believe, will be com-

pleted in sufficient time to allow the salmon to ascend to this additional area of spawning ground, which cannot be over estimated, considering the large quantities of salmon frequenting these waters and the limited area of spawning ground. In my opinion, the work of removing obstructions, thereby opening up new areas of spawning ground, and relieving the congestion frequently occurring there, is of paramount importance, I have always maintained and my experience teaches me that natural propagation is more effectual and satisfactory than artificial.

The new Babine Hatchery was erected this season, and some millions of eggs spawned, this is considered extremely satisfactory, taking into consideration the difficulties that were met with during construction, and the inaccessibility of the district and location.

RIVERS INLET.

With reference to Rivers Inlet, I have to report a falling off in the catch of sockeye, in comparison with last season, this is not attributable to any specific cause, there were even more boats fishing than any previous year, it was considered about a three-quarter pack.

Fishery Overseer Nordschow reports that the fishery regulations were only fairly observed, owing to the large quantity of boats fishing and the officers had difficulty in covering the extensive area of water. This season, however, the department has authorized the building of a gasolene launch, for the better protection of the fisheries in this district, which will assist the fishery guardians materially.

The spawning beds in Oweekeyno lake were patrolled as in previous years, the Indians attempt no illegal fishing.

Large quantities of all varieties of salmon were observed in the lake and tributary spawning creek. It does not follow because the catch of salmon by the fishermen was smaller, that there were less fish than on previous years, climatic conditions affect the waters of this inlet, rendering them too clear for good fishing with gill nets, and consequently large quantities of fish escape, that would have been captured had the water been less transparent.

NAAS RIVER.

With regard to the Naas river the pack amounted approximately to the same as last season, the same number of canneries were in operation.

The spring salmon run was good, but the sockeye show a slight decrease.

I consider a snag scow would assist the fishermen materially by removing the larger snags in the principal drifts.

I can only reiterate the remarks made in former reports, that until the obstructions at the head waters of the Naas, at the mouth of the Majiarden lake are removed, we shall see no perceptible or permanent improvement in the sockeye run on this river.

NORTH COAST FISHERIES.

The statistics show an increase in these outlying canneries, which occurred at Bella Coola and Lowe inlet, the run of Cohoe at Bella Coola was extremely good, the fish being large, in first class condition and colour.

Unfortunately there was a total failure at Kimsquit river, which stream contributes considerably towards the sockeye pack of the north coast fisheries, the cause of this failure which has been personally investigated by me is as follows :—

The spawning grounds of the Kimsquit river, which are frequented principally by sockeye, are located to a large extent in the river and tributary creek although there is a large lake at the headquarters of river it provides no spawning grounds, as the water is deep, the banks being rocky and steep. The salmon as I have said consequently

spawn in the river and tributary creeks, which run through low swampy ground frequented by beaver, and are subject to overflow caused by heavy rains. Should these rains occur when the salmon are ascending for the purposes of spawning, they leave the main channel and creeks and spawn in the overflowed gravel banks, the water quickly recedes leaving them and their spawn high and dry. This combination of climatic conditions occurs very rarely, only once before has it been known, within the last twenty years.

There are some log-jams in the river, which the department are contemplating removing, when this is accomplished I consider it will materially reduce the chances of the river overflowing its banks. The Indians that frequent this river are few in number, and comparatively speaking do little harm to the fisheries.

BELLA COOLA AND SALMON RIVERS.

During last September, I made a tour of inspection of the head waters of the Bella Coola and Salmon rivers; my exhaustive report has been forwarded to the department. Taking these fisheries as a whole I found the conditions most satisfactory, with the exception of one log-jam in the Bella Coola river and an obstruction on the Salmon river, which I was unable to inspect, but which will be inspected this coming fall. I consider the Indians do little harm in these waters, but they were given instructions in connection with the taking of their winter supply of food.

I made certain recommendations to the department which I believe will be carried out. The remarks in my last year's report on this subject hold good for this season. very little change occurred in these fisheries, approximately the same amount of fish were salted and the same methods employed.

HALIBUT.

Although there are extensive halibut banks in my district and very large catches are made, they are all taken to Vancouver and exported from that port, only a small quantity being exported direct from my district, therefore the statistical returns are forwarded to the department of Inspector Sword in his report.

The protection of this valuable commercial product, I am pleased to see is engaging the attention of the department. It is an admitted fact, by all who are competent to judge that our halibut banks are being rapidly depleted.

I must reiterate my remarks in my last year's report in connection with our deep sea fisheries, and beg to call the attention of the department to them, also the protection of our clam beds is another matter that should receive immediate attention.

I am, sir, your obedient servant,

JOHN T. WILLIAMS,
Inspector of Fisheries.

EXTRACTS MADE FROM A REPORT OF OFFICER HELGESON AT ESSINGTON, B.C., DATED THE OCTOBER 19, 1907.

I herewith submit the annual report of my work and observations during the season of 1907, for the upper part of District No. 2 committed to my charge, comprising the Skeena from Lakelse north to its head waters including Copper, Kitwangah, Kituakla, Bulkley, Kispiax, Blackwater, Babine rivers, and their tributaries.

I am pleased to say that there has been a good run of salmon this season and the Indians who fished have caught a sufficient quantity for themselves and families, and seem to be well satisfied.

On the 4th July, I attended a meeting of the Indians. Father Cocoola and the Indian Agent were also present. In the meeting I took the Indians severely to task for the very unfriendly manner in which they were treating the hatchery people and endeavoured to shame them. I told them of the great benefit the hatchery people would be to them and the necessity for them to have their good will, and Father Cocoola did the same in unmistakable language, but I regret to say it had no effect, finally the Indians condescended to rent a big lumbering bateau they had to carry cordwood to the village. With that clumsy heavy thing we circumnavigated the 110 mile lake, all but a few miles, and finally located a hatchery site on Salmon creek, on the east side of Babine lake. On the 19th we reached Babine village, the sockeye were not running yet. I distributed the nets and left Babine, and reached Hazelton on the 25th. On August 3rd, I inspected the contract work done during winter on Copper river obstruction, prepared a report on same, and forwarded it to the inspector.

There has been no communication with this place since, as all the three river boats are either lost or come to grief, lately a canoe swamped and five men were drowned. When inspecting the Copper river obstruction, I concluded that the contract though completed had not gone far enough, as the place is still very steep and the water very turbulent, and I reported accordingly, though I considered some of the strongest fish might reach the spawning grounds, and to determine this, for certain, I sent Guardian Norrie on the 4th September over to the head of Copper river, knowing if any of the sockeye did get up, they would reach the upper parts by the time he would reach there. I instructed him particularly that if he found salmon, to see if there was a fair quantity of females amongst them. He returned on the 13th and reported having seen hundreds of sockeyes male and female fairly divided, all busy spawning, so after all the contract has had the desired effect, and the sum the department kindly expended has furnished the Skeena with a great auxiliary feeder, which had been unproductive for the space of 20 years.

I hereby recommend that the department forbid all salmon fishing on Copper river for the next four years, that can be done without working any hardship or disappointment to any one. It would be a pity to do otherwise, if the river is exempt for that period, it would be properly stocked with salmon.

Guardian Frank, on Beat No. 1, reports that there has been no attempt at Barricading, the close season has been well observed, the Indians having captured sufficient quantity for themselves and families, and seem to be well satisfied.

Stewart Norrie, on Beat No. 2, states great work has been done both in exploring and patrolling. After his first trip up the Bulkley I sent him up Kispiax river to explore where he had been unable to reach before, where he found a very extensive country with numerous large and small lakes and a vast area of spawning ground, this was before the salmon began to run. He was told by Indians that every known variety of salmon spawn in the streams there in large numbers. He described the scenery there as very grand, beautiful clear mountain water, clean pebbly bottom, and large shoals of excellent trout were seen, so there can be little doubt but that any true disciple of Isaac Walton would rejoice at the situation.

G. Spinning, on Beat No 3, reports that the Indians are jubilant, having received a sufficient quantity of splendid sockeye net with which they have caught what salmon they need, in fact some of them have quit fishing some time ago, not wishing more. They have also received a good quantity of the best of trout nets, twine, lines, Norwegian ice cutters, so that they can work the nets under the ice in winter, and get fresh fish whenever they choose. Thorough instructions how to work the nets has been given them.

It will be of interest to give the extent of country we have to contend with. H. Frank, on Beat No. 1, Skeena river from Lakelse to Hazelton, distance 120 miles, by canoe down stream, by steamers up stream, this does not include the travel up and down the numerous salmon streams.

G. Spenning, on Beat No. 3, Babine lake, distance from old fish town to head of big lake, 118 miles, to make one round of his beat, has to travel in his canoe, 236 miles

S. Norrie, on Beat No. 2, has made the following trips this season :—

Trip to	Morrice town and back	70 miles.
"	Hugglegate Village	9 "
"	Sha-gun-jah Creek	18 "
"	Kispiax and La-ka-dah	130 "
"	Glen Vowel Skeena	10 "
"	Morrice town	70 "
"	Kispiax River	16 "
"	Hugglegate	9 "
"	Blackwater Lake	240 "
"	Head of Copper River	130 "
"	Sha-gun-jah Creek	47 "
	Total distance travelled by Norrie	749

Fourty-four miles of the above distance were done on horse back, 705 miles by walking, leading the government horse, packing provisions, blankets, &c. The above distance does not include the many journeys off the trail to look for fish, rock-falls, log-jams, &c.

It will readily be seen by the above, that our work has greatly increased by the upper part of Copper river and the immense country to be traversed up the Kispiax valley, in fact it will be impossible to carry on the business successfully in the future with the help at hand. I therefore trust that the department will give us another guardian on Beat No. 2 next season. There being no hope of any steamer coming up the Skeena to Hazelton this fall, so I, with the help of Guardian Norrie, built a boat in which we made a successful trip down the Skeena to Essington, which we reached on the 17th, having made the run in three days and a half.

District No. 3.

Nanaimo, B.C., May 1, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I have the honour to inclose my statistical report of the fisheries for District No. 3, of British Columbia, for the year ending March 31, 1908.

In some of the branches of our fisheries the development has been very satisfactory during the past year, this is especially noticeable in the expansion of the herring industry.

SALMON.

There was a marked increase in smoked salmon, also in the salmon pack; one firm putting up nearly 30,000 cases. A large number of spring salmon were taken in the traps, and the demand for this valuable fish is steadily growing. A new cannery was operated at Knight Inlet for the first time and therefore new waters explored.

HALIBUT.

The halibut fishing received more attention during the past season, and the returns show an increase in the catch. A vessel was built at Victoria and engaged in the halibut fishing on the west coast of Vancouver Island. As there are extensive halibut banks along the west coast there is every reason to expect that this branch of the fisheries will develop rapidly.

HERRING.

The herring industry continues to grow, but last season was the banner one, the catch being more than double that of the previous season. The herring came into the harbours in as great numbers as in former seasons; but were much larger, especially was this the case at Nanaimo.

WHALING.

Three factories were in full operation last season. The new one at Pages Lagoon was completed and began operations early in the autumn. This factory is very complete and is excellently situated; but the number of whales taken in the Gulf of Georgia was disappointing, and as the company was anxious to operate the station at Pages Lagoon, dog-fish were procured in large numbers from the fishermen, and converted into fertilizer. As whales are, however, abundant all along the west coast of Vancouver Island the industry has had a very successful year.

SEALING.

The Victoria Sealing Company despatched sixteen vessels to the Behring sea. The catch is the smallest for many years. As will be seen by the report the number of sea otter was far in advance of any previous year, and as they are very valuable they make quite an addition to the returns of the seal hunters. During the past year very few Indians engaged in sealing along the west coast of Vancouver Island.

BIOLOGICAL STATION.

The Biological Station at Departure bay has been completed and it is expected that there will be an opportunity for scientific research work, in connection with the habits and methods of the various forms of marine life.

PATROL.

The patrol boat now under construction at Nanaimo, is about completed and will be a great acquisition to the present patrol service, especially in the protection of the large and important fishing areas between Vancouver Island and the mainland.

I have the honour to be, sir,

Your obedient servant,

EDWARD G. TAYLOR,
Inspector of Fisheries.

RECAPITULATION DISTRICT, No. 1, BRITISH COLUMBIA, 1907–08.

Kinds of Fish.	Quantity.	Price.	Value.
		$ cts.	$
Salmon, canned (in cases of 48 lb.)	163,116	6 00	978,696 00
" dry salted lb.	6,500,000	0 05	325,000 00
" dried (Indian con.) "	800,000	0 05	40,000 00
" smoked "	120,000	0 10	12,000 00
" fresh and frozen "	3,600,000	0 05	180,000 00
Sturgeon "	100,000	0 05	5,000 00
Halibut "	12,914,925	0 05	645,746 25
Herring, fresh and salted "	70,000	0 01	700 00
" smoked "	9,000	0 10	900 00
Oulachans, fresh "	15,000	0 05	750 00
" salted brls.	35	10 00	350 00
" smoked lb.	1,000	0 10	100 00
Smelts "	250,000	0 05	12,500 00
Trout "	170,000	0 10	17,000 00
Cod "	350,000	0 05	17,500 00
Shad "	10,000	0 05	500 00
Mixed fish "	80,000	0 05	4,000 00
Fish oil brls.	233	9 00	2,097 00
Guano tons.	1,294½	25 00	32,362 50
Oysters, clams, crabs and other fish (not included in above)			10,000 00
Total value			2,285,201 75

SESSIONAL PAPER No. 22

CAPITAL INVESTED IN BRITISH COLUMBIA FISHERIES, DISTRICT No. 1, 1907.

Description of Property.	Number.	Value.	Total.
		$	$
Canneries, wharfs, &c.	35*	911,000	
Steamers and gasoline boats including 4 chartered	18	111,700	
Steamers in halibut trade	5	260,000	
Dories and gear		28,000	
Boats	2,700	162,000	
Gill and seine nets (fathoms)	350,000	263,500	
Trawls and lines		8,000	
Scows	150	30,000	
Cold storage plants	3	135,000	
Oil factories	2	45,000	
Salteries	5	7,500	
			1,961,700

EMPLOYEES IN FISHERIES.	Number.	Total.
Salmon fishermen	3,450	
On vessels (including 187 in halibut fishing)	259	
In canneries	1,400	
		5,109

* Only 19 of the above were operated.

BRITISH COLUMBIA SALMON PACK, DISTRICT No. 1, 1907.

Name of Cannery.	Owners or Agents.	Sockeye	Cohoe.	Springs.	Humpbacks and dog salmon.	Totals.
		Cases.	Cases.	Cases.	Cases.	Cases.
Ewen's, Brunswick, Imperial, Terra Nova	B. C. Packers' Association.	23,956	12,033	1,682	12,115	49,786
British America, Phœnix	A. B. C. Packing Co.	8,487	3,621	259	13,607	25,974
Richmond	Todd & Sons	5,000	4,500	.....	9,800	19,300
Scotish Canadian	Malcolm, Cannon & Co	3,740	.....	24	1,037	4,801
Dea's Island	B. C. Canning Co.	3,440	2,808	469	1,585	8,302
Star, Vancouver	Canadian Canning Co.	5,902	.....	145	18	6,065
Brunswick	Burrard Canning Co.	1,167	4	95	142	1,408
Steveston Canning Co		1,300	3,300	.....	.....	4,600
Great West Packing Co		1,556	445	243	4,408	6,652
St. Mungo Canning Co.		2,430	6,547	500	3,751	13,228
Great Northern Canning Co.	Northern Canning Co	1,137	284	588	4,819	6,828
Unique	C. S. Windsor	.....	224	.....	12,248	12,472
Eagle Harbour	J. J. Mulhall	1,700	2,000	.....	.....	3,700
		59,815	35,766	4,005	63,530	163,116

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BRITISH COLUMBIA SALMON PACK, 1907—(CASES)—DISTRICT No. 2 OR NORTHERN DISTRICT OF BRITISH COLUMBIA.

Name of Cannery.	Location.	Sockeye, 48 lb. cases.	Cohoe, 48 lb. cases.	Spring, 48 lb. cases.	Humpback, 48 lb. cases.	Cannery Totals.	District Totals.
		Cases.	Cases.	Cases.	Cases.	Cases.	Cases.
Balmoral, Cunningham	Skeena	19,912	4,121	1 693	6,320	32,046	
British America, North Pacific	"	16,098	1,645	2,931	5,249	25,923	
Dominion	"	7,039	619		1,354	9,012	
Inverness	"	8,400	800	800	2,300	12,300	
Oceanic	"	10,783	952	1,776	3,588	17,099	
Claxton	"	16,027	1,930	1,710	1,869	21,536	
Skeena River Com.	"	7,549	1,700	253	628	10.130	
Cassiar	"	10,021	1,121	528	1,750	13,420	
Alexandra	"	1,966	1,530		500	3,996	
Carlisle	"	10,618	829	687	1,659	13,793	
Village Island	"	200	15	35	10	260	
Totals		108,613	15,262	10,413	25,227	159,515	159,515
Brunswick	Rivers Inlet	30,457	68	134		30,659	
Wadhams	"						
Good Hope	"	12,323		59		12,382	
Rivers Inlet	"	12,669	229			12,898	
Beaver	"	12,200	3,200		700	16,100	
Strathcona	"	10,466		61		10,527	
Kildela	"	9,759	1,543	196		11,498	
Totals		87,874	5,040	450	700	94,064	94,064
Naas Harbour	Naas	5,855	2,307	176	1,251	9,587	
Arrandale	"	6,016	2,340	245	2,636	11,237	
Port Nelson	"	5,944	1,446	867	2,070	10,327	
Totals		17,813	6,093	1,288	5,957	31,151	31,151
Lowe Inlet	North Coast	7,400	1,216		348	8,964	
Kimsguit	"	853	1,969			2,822	
Namu	"	1,971	1,124		2,861	5,956	
Manitou	"	1,372	9	38		1,419	
Bella Coola	"	3,750	6,657	1,971	545	12,923	
Smith's Inlet	"	10,000	1,200	300		11,5 0	
Queen Charlotte Isds.	"	177	827			1,004	
Totals		25,523	13,002	2,309	3,754	44,588	44,588
Skeena		108,613	15,622	10,413	25,227	159,515	
Rivers Inlet		87,874	5,040	450	700	94,064	
Naas		17,813	6,093	1,288	5,957	31,151	
North Coast		25,523	13,002	2,309	3,754	44,588	
Totals of each variety		239,823	39,397	14,460	35,638	329,318	329,318

Grand Total.....329,318 cases.

BRITISH COLUMBIA FISHERIES, 1907—DISTRICT No. 2.

Number.	District No. 2.	Vessels, Boats, &c.							Fishing Materials.						Kinds and Quantities of Fish and Fish Products.				Number
		Vessels.				Boats.			Gill Nets.		Seines.		Trawl Lines.						
		Number.	Gross Tons.	Value.	Men.	Number.	Value.	Men.	Fathoms.	Value.	Fathoms.	Value.	Fathoms.	Value.	Salmon, (@6 cases).	Salmon, salt, $10 brls.	Salmon, dry salt, 5c. lb.	Salmon, salted, 10c. lb.	
				$			$	*		$		$		$					
1	Skeena	19	1,000	71,750	69	821	78,591	2,536	188,500	96,000	200	350	...	....	159,515	60	196,000	40,000	1
2	Rivers Inlet	8	400	38,000	40	825	38,622	1,830	160,000	64,485	100	500	.....	...	94,064	40	500,000	3,000	2
3	Naas River	4	200	5,850	10	141	15,150	564	37,970	20,645	.....	.....	...	....	31,151	80	75,000	60,000	3
4	North Coast	12	400	27,500	36	177	8,060	764	31,800	15,100	2,000	5,800	.....	....	43,584	400	120,000	50,000	4
5	Q. C. Islands	3	100	4,000	12	12	1,000	79	.....	... ...	200	600	12,000	500	1,004	400	90,000	.....	5
	Totals	46	2,100	.....	167	1,976	.....	5,773	418,270	.....	2,500	.	12,000	....	329,318	980	981,000	153,000	
	Values	$..	.....	147,100	....	....	141,413	.....	.....	196,230	. ...	7,250	.....	500	1,975,908	9,800	49,050	15,300	

* Including all Cannery employees.

BRITISH COLUMBIA FISHERIES, 1907—No. 2—*Continued.*

Number.	Districts No. 2.	Kinds and Quantities of Fish and Fish Products.													Total Value of all Fish.	Number.
		Salmon, fresh, 5c. lb.	Salmon, frozen, 5½c. lb.	Salmon in tierces,* mild, cured.	Halibut, 5c. lb.	Herring, salt and fresh, 1c. lb.	Herring, smoked, 10c. lb.	Oulachon, fresh, 5c. lb.	Oulachon, salt, $10 brl.	Oulachon, smoked, 5c. lb.	Trout, 10c. lb.	Mixed, 5c. lb.	Hair seal skins, 25c. lb.	Fish Oil, 35c. gall.	Canned clams, $4.80 case.		
																$	
1	Skeena	160,200	1037,785	999	400,000	5,000	3,500	10,000	70	800	6,000	10,000	300	1,300	...	1,121,578	1
2	Rivers Inlet	18,600	.....	.....	4,000	4,000	.....	.....	.....	.....	1,000	2,000	400	500	.....	591,729	2
3	Naas River	9,000	.....	168	100,000	3,000	900	400,000	300	4,000	800	6,000	200	700	.....	240,491	3
4	North Coast	7,000	.....	.....	70,000	100,000	.....	.....	130	3,000	8,000	10,000	600	8,000	....	287,204	4
5	Q. C. Islands	90,000	.....	.....	200,000	60,000	8,000	.....	.....	.....	2,000	40,000	300	7,750	1,800	44,051	5
	Totals	284,800	1037,785	1,167	774,000	172,000	12,400	410,000	500	7,800	17,800	68,000	1,800	18,250	1,800	.....	
	Values	14,240	52,228	79,930	38,700	1,720	1,240	20,500	5,000	780	1,780	3,400	450	6,387	8,640	2,285,053	
	Estimate of Fish not included in above															50,000	
	Grand total															$2,335,053	

* A tierce is 760 lb.

RECAPITULATION

Of Yield and Value of Fisheries in Northern **British Columbia**, for Year 1907, District No. 2.

Kinds of Fish.	Quantity.	Price.	Value.
		$ cts.	$
Salmon, canned ..... 48 lb. cases	329,318	6 00	1,975,908
" salted ..... brls.	980	10 00	9,800
" dry salted ..... lb.	981,000	0 05	49,050
" smoked ..... "	153,000	0 10	15,300
" fresh ..... "	284,800	0 05	14,240
" frozen ..... "	1,037,785	0 05½	52,228
" mild cured ..... tierces	1.167	.....	79.930
Halibut ..... lb.	774,000	0 05	38,700
Herring, fresh and salted ..... "	172,000	0 01	1,720
" smoked ..... "	12,400	0 10	1,240
Oulachon, fresh ..... "	410,000	0 05	20,500
" salted ..... brls.	500	10 00	5,000
" smoked ..... lb.	7,800	0 10	780
Trout ..... "	17,800	0 10	1,780
Mixed ..... "	68,000	0 05	3,400
Hair seals ..... skins.	1,800	0 25	450
Fish oil ..... galls.	18,250	0 35	6,387
Canned clams ..... cases.	1,800	4 80	8,640
Estimate of fish not included in above	.....	.....	50,000
Total	.....	.....	2,335,053

Recapitulation of the Fishing Material used in **British Columbia**, 1907, District No. 2.

Description of Property.	Number.	Value.	Total Value.
		$	$
Fisheries—			
Canneries, wharfs, &c	40	950,900	
Vessels	46	147,100	
Boats, scows and camp scows	1,976	141,413	
Gill and seine nets (fathoms)	420,770	203,480	
Trawls and lines	.....	500	
Oil factories	2	8,000	
Salteries	6	24,000	
Total capital	.....	.....	1,475,393
Employees in fisheries—			
Fishermen and cannery workers	5,773		
Employed in vessels	167		
Total	5,940		

BRITISH COLUMBIA—DISTRICT No. 3, OR VANCOUVER ISLAND.

RETURN showing the Number and Value of Vessels and Boats, Nets, &c., also the kinds of Fish caught in British Columbia for the Year ending March 31, 1908.

Number.	Districts.	Vessels and Boats.						Fishing Materials.							Kinds of Fish.				
		Vessels.			Boats.			Gill Nets.		Seines.		Trap Nets.		Lines.					
		Number.	Value.	Men.	Number.	Value.	Men.	Fathoms.	Value.	Fathoms.	Value.	Number.	Value.	Value.	Salmon canned cases, No.	Salmon dry-salted, lb.	Salmon smoked, lb.	Salmon fresh, lb.	Number.
			$			$			$		$		$	$					
1	Nanaimo	6	24,500	26	106	6,560	315	6,200	4,960	4,600	6,900	....	.....	1,400	....	494,500	49,900	224,000	1
2	Cowichan	1	4,000	6	35	2,100	70	1,800	1,440	800	1,200	....	.....	450	.....	258,000	33,000	195,200	2
3	Victoria	17	22,800	58	41	2,460	90	2,100	1,680	500	750	34	340,000	3,200	24,525	1,687,000	20,100	233,600	3
4	Clayoquot	2	15,000	10	40	2,400	100	3,000	2,400	2,800	4,200	....	.....	375	6,580	1,452,500	13,000	26,000	4
5	Alberni	2	14,500	8	43	2,580	140	3,100	2,480	2,300	3,450	1	10,000	500	6,737	40,200	9,600	29,400	5
6	Alert Bay	2	6,500	9	32	1,920	65	2,100	1,680	800	1,200	....	.....	525	.....	45,400	2,400	6,100	6
7	Quathiaska	1	3,500	6	20	1,200	68	1,200	960	2,500	3,750	....	.....	100	3,900	78,900	2,900	5,300	7
8	Comox	1	4,000	1	19	1,110	62	1,150	1,160	1,500	2,750	....	.....	400	.....	.....	4,000	6,700	8
9	West Coast, Mainland	4	5,500	8	34	2,040	86	1,080	864	4,600	6,900	....	.....	1,500	8,091	514,000	10,000	10,400	9
	Totals	36	.....	135	370	.....	996	22,030	.....	20,400	....	35	.....	.....	49,832	4,570,500	144,900	736,700	
	Values	8	100,300	....	....	22,200	....	.....	17,624	....	31,100	....	350,000	8,750	323,908	228,525	14,490	73,670	

RETURN showing the Quantity and Value of Fish, &c., in British Columbia, District No. 3—*Concluded.*

Number.	Districts.	Kinds of Fish.													Total Value of all Fish and Products.	Number.
		Halibut, fresh, lb.	Herring, fresh and salted, lb.	Herring, smoked, lb.	Smelts, lb.	Oulachon, fresh and salted, lb.	Trout, lb.	Cod, lb.	Mixed fish, lb.	Hair seals, No.	Fish oil, galls.	Clams, sacks, (125 lb. each).	Oysters, sacks, (125 lb. each).	Crabs, doz.		
															$ cts.	
1	Nanaimo	133,400	18,800,000	70,000	.....	700	3,000	233,000	145,000	180	48,400	1,350	450	2,000	237,565 00	1
2	Cowichan	127,200	8,000	20,000	51,000	800	4,500	120,000	67,000	400	12,580	2,750	230	750	24,303 00	2
3	Victoria	159,100	154,000	12,000	154,500	2,500	4,000	15,000	110,500	540	6,400	450	480	2,100	23,240 00	3
4	Clayoquot	36,200	28,500	6,000	.....	650	2,500	7,000	15,400	420	7,800	1,180	90	250	7,022 50	4
5	Alberni	25,000	32,000	4,500	.....	450	2,000	5,000	10,500	550	7,400	1,050	45	240	6,147 50	5
6	Alert Bay	15,500	25,000	1,500	2,200	500	1,500	3,000	9,100	300	1,440	220	80	220	2 659 00	6
7	Quathiaska	2,200	20,000	1,000	1,500	300	500	4,000	8,600	268	1,480	170	50	180	2,264 00	7
8	Comox	92,000	28,000	3,800	2,500	700	3,000	7,400	10,400	446	3,880	1,850	160	470	6,421 50	8
9	West Coast, Mainland	25,200	9,000	52,000	2,000	900	3,500	4,500	9,000	256	2,020	880	125	490	8,966 50	9
	Totals	615,800	19,104,500	170,800	213,700	7,50	24,500	398,900	385,500	3,360	91,400	9,900	1,710	6,700		
	Values $	30,790	191,045	17,080	10,685	375	2,450	23,934	19,275	2,520	31,990	9,900	5,985	3,350	318,589 00	

Whale oil	$207,751	291,848 00
Whale fertilizer, gill, bone, &c	84,097	
Shrimps and prawns	2,450	5,050 00
Abelonies and mussels	2,600	
Estimate of fish not included		95,300 00
Fur seals		107,940 00
Otter skins		12,558 00
Grand total		831,285 00

SESSIONAL PAPER No. 22

RECAPITULATION

Of the Yield and Value of the Fisheries of District No. 3, **British Columbia.**

Kinds of Fish.		Quantity.	Price.	Value.
			$ cts.	$
Salmon, canned	Cases.	49,832	6 50	323,908
" dry, salted	Lb.	4,570 500	0 05	228,525
" smoked	"	144,900	0 10	14,490
" fresh	"	736,700	0 10	73,670
Halibut, fresh	"	615,800	0 05	30,790
Herring, fresh and salted	"	19,104,500	0 01	191,045
" smoked	"	170,800	0 10	17,080
Smelts	"	213,700	0 05	10,685
Oulachon, fresh and salted	"	7,500	0 05	375
Trout	"	24,500	0 10	2,450
Cod	"	398,900	0 06	23,934
Mixed fish	"	385,500	0 05	19,275
Hair seal skins	No.	3,360	0 75	2,520
Fish oil	Galls.	91,400	0 35	31,990
Clams	Sacks, 125 lb. each.	9,900	1 00	9,900
Oysters	"	1,710	3 50	5,985
Crabs	Doz.	6,700	0 50	3,350
Product of whaling stations				291,848
Shrimps and prawns				2,450
Abelonies and mussels				2,600
Estimate of fish not included above				95,300
Fur seal skins	No.	5,397	20 00	107,940
Otter skins	"	38	330 48	12,558
Total				1,502,668

STATEMENT of the Capital invested in District No. 3, **British Columbia** Fisheries, 1907.

Description of Property.	Number.	Values.	Totals.
		$	$
Canneries, wharfs, &c		108,000	
Vessels	36	100,300	
Boats	370	22,200	
Gill and seine-nets (fathoms)	42,430	48,724	
Trap-nets and traps	35	350,000	
Lines		8,750	
Whaling stations	3	246,646	
Salteries	19	47,500	
Scows	40	18,000	
Oil factories and barges	3	13,000	
			963,120
Fur sealing—			
Vessels	36	348,358	
Boats and canoes		2,946	
Guns and equipments		16,346	
			367,650
Capital, total			1,330,770

Employees in Fisheries.	Number.	Totals.
Fishermen and cannery employees	1,650	
On vessels	135	
		1,785
Sailors and hunters in fur sealing—		
White men	197	
Indians	220	
		417
Total		2,202

Number.	Vessels.	License, No.	Masters.	Tons.	Crews.		Boats.	Canoes.	B. C. Coast Catch.		Catch Outside area of Award		Eastern Behring Sea Catch.		Totals.	Branded skins.	Otter skins.
					Whites.	Indians.			Males.	Females	Males.	Females	Males.	Females			
1	Casco	3	Wm. Munro	63	19	.....	6	.....	9	12	.....	.....	.....	.....	21	.....	18
2	Otto	14	J. G. Searle	86	7	23	2	11	25	47	.....	.....	217	157	446	1	...
3	Dora Sieward	11	Wm. Heater	94	8	27	2	13	40	30	.....	.....	286	191	547	.....	.....
4	Markland	10	Geo. Heater	99	7	26	2	13	60	67	.....	.....	115	151	393	3	...
5	Vera	4	A. K. St. Clare	60	20	.....	6	....	125	103	.....	.....	.....	.....	228	...	20
6	Victoria	2	A. B. Whidden	63	21	.....	6	.....	75	94	71	77	59	67	443	.....	.....
7	Ida Etta	7	B. M. Balcom	69	20	.....	6	.	95	66	132	91	22	12	418	.....	...
8	C. G. Cox	12	John Christian	76	21	.....	6	...	74	59	Seized.	.....	.....	.....	133	.....	.....
9	Allice J. Alger	13	Wm. Delouchrey	75	8	20	2	9	36	29	.....	.....	114	82	281	.....	.....
10	Libbie (spring)	6	J. G. Searle	93	8	24	2	12	57	44	.....	.....	.....	.....	101	.....	.....
11	E. B. Marwin (Cape Horn)	.....	W. Hitty	.....	20	.....	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Ella G	1	John C. Voss	16	8	.....	2	.....	97	88	21	56	.....	.....	262	2	.....
13	Eva Marie	15	V. Jackobson	77	8	24	3	11	97	119	.....	.....	172	243	631	.....	.....
14	Jessie	8	H. F. Brown	48	7	17	2	8	22	28	.....	.....	.....	.....	50	.....	.....
15	Thomas F. Bayard	9	H. Blakstad	67	7	28	2	14	107	65	.....	.....	281	205	658	8	.....
16	Umbrina	5	John Haan	99	8	31	3	14	89	75	.....	.....	241	243	648	1	...
				1,085	197	220	60	105	1,008	926	224	224	1,507	1,351	5,240	15	38
	Indian catch (by individual Indians in canoes along the coast)														157		
	Total catch of Canadian vessels														5,397		

SUMMARY.

British Columbia coast catch	1,934
British Columbia Indians	157
Catch outside area of award	448
Eastern Behring sea catch (vicinity of Pribyloff islands)	2,858
Total seal	5,397
Otter	38

RECAPITULATION

Of the Yield and Value of all **British Columbia** Fisheries for the Year 1907-08.

Kinds of Fish.	Quantity.	Rate.	Value.	Total Value.
		$ cts.	$	$ cts.
Salmon, cans ..... 48 lb. cases.	542,266	.....	3,278,512	
" fresh ..... lb.	5,659,285	.....	320,138	
" smoked ..... "	417,900	0 10	41,790	
" salted, dry ..... "	12,851,500	0 05	642,575	
" " ..... brls.	980	10 00	9,800	
" mild cured ..... lb.	799,300	0 10	79,930	
				4,372,745 00
Halibut ..... "	14,304,725	0 05	.....	715,236 25
Herring, fresh and salted ..... "	19,346,500	0 01	193,465	
" smoked ..... "	192,200	0 10	19,220	
				212,685 00
Oulachons, fresh and salted ..... "	539,500	.....	26,975	
" smoked ..... "	8,800	0 10	880	
				27,855 00
Smelts ..... "	463,700	0 05	.....	23,185 00
Trout ..... "	212,300	0 10	.....	21,230 00
Cod ..... "	744,900	.....	.....	41,434 00
Shad ..... "	10,000	0 05	.....	500 00
Sturgeon ..... "	100,000	0 05	.....	5,000 00
Mixed fish ..... "	533,500	.....	.....	26,675 00
Oysters ..... sacks.	1,710	3 50	.....	5,985 00
Clams ..... "	9,900	1 00	9,900	
" canned ..... cases.	1,800	4 80	8,640	
				18,540 00
Crabs, mussels, &c	.....	.....	.....	8,400 00
Fish not mentioned above	.....	.....	.....	155,300 00
Whale product	.....	.....	.....	291,848 00
Fish oil ..... galls.	116,640	.....	.....	40,474 00
Fur, seal skins ..... No.	5,397	.....	.....	107,940 00
Hair, seal skins ..... No.	5,160	.....	.....	2,970 00
Sea otter skins ..... No.	38	.....	.....	12,558 00
Fish, guano ..... tons.	1,294½	25 00	.....	32,362 50
Total for 1907	.....	.....	.....	6,122,922 75
" 1906	.....	.....	.....	7,003,347 00
Decrease	.....	.....	.....	880,424 25

RECAPITULATION

Of Fishing Materials in the whole of **British Columbia**, in the Year 1907-8.

Description.	Number.	Value.	Total.
		$	$
Fishing vessels and steamers	105	619,100	
" " boats	5,046	325,613	
" dories and gear		28,000	
			972,713
Fathoms of gill-nets and seines	813,200	515,704	
Trawls and lines		17,250	
Trap-nets	35	350,000	
			882,954
Salmon canneries, wharfs, &c	75	1,969,900	
Salteries for fish	30	79,000	
Oil factories	7	66,000	
Cold storage for fish, &c	3	135,000	
Fishing scows	190	48,000	
Whaling stations	3	246,646	
			2,544,546
Fur Seal Fleet.			
Vessels	36	348,358	
Boats and canoes	165	2,946	
Equipment		16,346	
			367,650
Total			4,767,863

Statement of Employees in the Fisheries of all **British Columbia**, 1907-8.

Men.	Number.	Total.
In fishing vessels	561	
In fishing boats, canneries, &c	12,273	
		12,834
Seal hunters—		
Whitemen	197	
Indians	220	
		417
Total		13,251

APPENDIX No. 12.

FISHERIES REPORT

BY CAPTAIN BERNIER, ON HIS VISIT IN THE NORTHERN REGION IN STEAMER ARCTIC IN 1906–1907.

List of the whaling licenses that were issued to the Scotch whalers, during the expedition to Arctic regions and Hudson Strait, in 1906-7.

Whalers.	Licenses.	Year for.
'Diana'	2	1906-7
'Balæna'	2	1906-7
'Eclipse'	2	1906-7
'Morning'	2	1906-7
'Albert'	2	1906-7
'Windward" lost on June 26, 1907		
'Scotia' and 'Snowdrop' were not in our neighbourhood, and we did not collect licenses from them		

I am very sorry to have to report that on the 26th of June the steam whaler *Windward*, from Dundee, Scotland, was totally lost on the Carey Islands. Captain Cooney and his crew had to sail from the place of the wreck to Pond's Inlet, in the ship's lifeboats. They were taken on board of another Dundee whaler, in Pond's Inlet.

No licenses were collected from Kekerton and Blacklead stations for the following reason :—

On August 28, being outside of Kekerton, in Cumberland Gulf, I sent the chief officer on shore to communicate with the agent of that station, Mr. W. F. Milne. This officer returned on board with the news that Mr. Milne, the agent of the station, had died, on the 13th of the same month, under suspicious circumstances. I sent Doctor Pepin with some officers ashore to hold an inquest into this death. The result of this inquest proved that the late agent had shot himself with a gun in a moment of despair caused by nostalgia, as shown by some letters written by him some time before committing the deed, and which had been left on his desk.

We also landed at Blacklead, on the 30th of August, but we found no agent at this place. He had left the year previous, as we learned from the few natives at this station; there were no representatives from whom we could collect the license. We proceeded and we arrived at Port Burwell on September 2.

WHALING.

TABULATED statement of information concerning the whale fishery in Baffin Bay and in Hudson Bay.

BRITISH WHALING FLEET.*

Year.	Steamer.	Sail.	Whales.	Oil.	Bone.
				Tons.	Cwt.
1865	11	12	65	742	710
1866	15	11	81	848	933
1867	17	11	24	228	60
1868	18	12	134	1,228	1,164
1869	16	10	22	266	207
1870	14	8	79	962	1,111
1871	15	6	152	1,348	1,544
1872	17	5	138	1,392	1,486
1873	18	4	172	1,426	1,475
1874	16	3	190	1,662	1,680
1875	18	2	98	975	970
1876	17	3	82	1,115	1,132
1877	13	.....	80	955	850
1881	11	.....	48	514	495
1882	9	.....	79	670	560
1883	6	.....	17	524	190
1884	9	.....	79	755	780
1885	12	.....	28	350	200
1886	8	.....	15	375	240
1887	8	.....	.....	496	140
1888	7	.....	6	308	43
1889	3	.....	8	125	110
1890	5	.....	11	403	265
1891	5	.....	6	167	70
1892	5	.....	7	228	78
1893	4	.....	30	391	410
1894	5	.....	15	218	250
1895	5	.....	3	233	36
1896	3	.....	3	60	15
1897	3	.....	8	102	110
1898	4	.....	8	235	100
1899	7	.....	26	419	330
1900	7	.....	17	290	230
1901	6	.....	15	260	164
1902	6	.....	13	212	187
1903	6	.....	14	145	175
1904	6	.....	11	110	197
1905	10	.....	23	290½	339
1906	9	.....	7	111	73
1907	8	.....	3	97	32½
40 yrs.	382	87	1,817	21,244½	19,051½

* The returns from 1865 to 1877, inclusive, are from the report of the United States Consul at Dundee, 1877. The returns from 1881 to 1904 have been furnished by Capt. W. F. Milne, of the British whaler *Eclipse*. The returns from 1904 to 1907, inclusive, have been prepared by Capt. J. E. Bernier, Commander of the C. G. S. *Arctic*.

The details of the season's catch for 1907 are as follows :—

Ships.	Black whales.	White whales.	Walruses.	Seals.	Bears.	Foxes.	Oil.	Bone.
							Tons.	Cwt.
'Active'		32	374	185	65	650	28	
'Diana'	1	1	13	5	33		4½	½
'Balæna'			3	26	43		1	
'Eclipse'			13		11		2½	
'Morning'		3	7	45	28		1	
'Snowdrop'			184	190	23	50	10½	
'Scotia'	2		19	10	27		32½	32
'Albert'			21	560	28	40	17	
* 'Windward'								
	3	36	634	1,021	258	740	97	32½

* Lost on the 26th of June.

The results accruing to the work of the Dundee whaling fleet during the season of 1907 are expressively tabulated in the above statement, which has been compiled by Mr. James Mitchell, shipbroker, Dundee. The season was opened with in some cases the burden of the loss incurred by the comparative failure of the previous season to be cleared off; but the work of the past year has proved even less profitable than that of the previous one. Only three black whales, yielding an aggregate of 32½ cwts .of bone, were caught, and of these 2, representing 32 cwts. of the total bone produce, were taken by Captain Robertson of the *Scotia*. The scraps, however, compare more favourably with former catches. Calculating on the basis of the revenue in a moderately successful season, the monetary loss to the shareholders is estimated at about £50,000. The unproductiveness of the season is reflected in the scarcity of bone on the market, and the consequently rising prices. A regrettable feature of the year was the wreck of the *Windward*, which itself represents a large material loss to the owners.

The following returns given in tabular form will show the results of the last six seasons of Arctic fishing and trading with natives :—

Years.	1902.	1903.	1904.	1905.	1906.	1907.
Ships	6	7	7	10	9	9
Black whales	12	14	11	23	7	3
White whales	632	79	163	37	8	36
Walruses	118	107	45	122	534	634
Seals	1,984	3,229	1,135	408	1,264	1,021
Polar Bears	168	157	109	200	189	258
Foxes		127	211	471	817	740
Oil, (tons)	212	175	113	339	73	32½

WHALING INDUSTRY BY AMERICAN WHALERS, IN HUDSON BAY AND CUMBERLAND GULF.

The following is a short account of the whaling industry as pursued by the American whalers in Hudson Bay and Cumberland Gulf, from information received from Capt. Comer:—

1846-52. One ship yearly to Cumberland Gulf: yielding 350 tons of oil and 2.5 tons of bone.

1853-58. Five ships yearly to Cumberland Gulf: 750 tons of oil, 5.75 of bone.

1860. First two ships to winter in Hudson Bay: value of catch, $60,000.

1863. Fourteen ships in Hudson Bay and Cumberland Gulf.

1864. Fifteen ships in Hudson Bay.

1865. Two ships in Repulse Bay.

1866. Four ships wintered in Repulse Bay.

1889. Schooner *Antarctic*, Capt. Gifford: no whales.

1890.

1891. Bark *A. A. Tucker*, New Bedford, Mass., Capt. Fisher, wintered at Marble island: 4 whales, 4,500 lb. of bone

1891. Bark *Perserverance*, Capt. Murray, H.B.C. Wintered at Repulse Bay: 2 whales, 1,800 lb. of bone. Returned home in 1893.

1893. Two ships: 8 whales, 18,500 lb of bone. Bark *Canton*, Capt. Fisher, New Bedford, Mass. Wintered at Depot island; returned home in 1894: 5 whales, 6,000 lb. of bone. Bark *A. A. Tucker*, Capt. West, New Bedford, Mass. Wintered at Depot Island: returned home in 1894: 3 whales, 4,500 lb. of bone.

1894. Bark *Perserverance*, Capt. Murray, H.B.C., first winter at Depot Island, second winter at Chesterfield Inlet; third winter at Repulse Bay. Catch very small: 5 whales, 2,500 lb. of bone.

1895. Bark *Canton*, Capt. Peel, New Bedford, Mass., wintered at Cape Fullerton; returned home in 1896: 2 whales, 2,000 lb. of bone. Bark *A. A. Tucker*, Capt. West, New Bedford, Mass., wintered at Cape Fullerton: 1 whale, 1,600 lb. of bone. Schooner *Era*, Capt. Comer, New Bedford, Mass., wintered at Cape Fullerton; returned home in 1896: 3 whales, 6,700 lb. of bone.

1896. *Desdemona*, Capt. Willard, New Bedford, Mass., lost before winter; crew returned home in *Era*: 2 whales, 2,600 lb. of bone. *Platina*, Capt. Mackenzie, New Bedford, Mass., wintered at Repulse Bay; returned home in 1896: 2 whales, 1,600 lb. of bone.

1897. Bark *A. A. Tucker*, Capt. Nichols, New Bedford, Mass., wintered at Cape Fullerton; returned home in 1898: 1 whale, 1,750 lb. of bone. Schooner *Era*, Capt. Comer, New Bedford, Mass., wintered at Cape Fullerton; returned home in 1899: 16 whales, 18,000 lb. of bone. Schooner *Francis Allyn*, Capt Gibbons, New Bedford, Mass., wintered at Repulse Bay; returned home in 1898: 2 whales, 2,000 lb. of bone.

1898.

1899. Schooner *Francis Allyn*, Capt. Gibbons, New Bedford, Mass., wintered at Cape Fullerton; returned home in 1900: 6 whales 4,500 lb. of bone.

1900. Schooner *Era*, Capt. Comer, New Bedford, Mass., 1st winter at Cape Fullerton; 2nd winter at Repulse Bay; returned home in 1902: 8 whales, 8,000 lb. of bone.

1901. Schooner *Francis Allyn*, Capt. Santos, wintered at Depot Island, was burnt in 1902, to the south of Cape Fullerton; no whales.

1902.

1903. Schooner *Era*, Capt. Comer, New Bedford, Mass., wintered at Cape Fullerton: 3 whales to date; 1,800 lb. of bone.

Eight vessels have been lost at the whale fishery during the last thirty years, to the knowledge of Capt. Comer, they are: the *Omay Taft*, *Albert Lawrence*, *A. E. Hanton*, *Ellen Rodman*, *Isabel*, *Desdemona*, *Francis Allyn* and the *Polar Star*. Capt. Comer does not state that all were lost in Hudson Bay, but leads to that inference.

Since 1904 Capt. Comer has taken 7 whales, (1904-05) with the schooner *Era*; went home to New Bedford, Mass., where he wintered. Left New Bedford for Hudson Bay, in June, 1906, on board the schooner *A. T. Gifford*, to spend two years in Hudson Bay; probably in Repulse Bay; it is to my knowledge that he was there in October, 1907. He has not paid any license for the last year. No other vessels have been whaling in this inland sea this year, except the steam whaler *Active*.

The steam whaler *Active*, Capt. Murray, Dundee, Scotland, has visited Hudson Bay annually, since 1898, and being assisted by a large number of natives, from Savage Islands, has succeeded in capturing some whales and a goodly number of walruses.

In 1899 the *Active* brought out materials for a small station, which is erected on the south shore of Southampton Island. This venture was a commercial failure, and the place was abandoned in 1903. In the meanwhile the owners of the *Active* sent two fishing smacks to Hudson Bay, to remain in those waters, to act as tenders to steamships. One, the *Ernest Williams*, (1903 and 1904) has wintered in Repulse Bay, being used as a trading station; with the expectation of securing from the natives some whalebone as well as musk-ox skins and other furs. The second smack, *Queen Bess*, is stationed on the north shore of Hudson Strait, near Icy Cove, where her owners are working a mine for mica

The following conclusion may be drawn from the above information:—In the height of the whaling industry there were from 600 to 630 whaling vessels in active service, in the Atlantic, Pacific and Arctic oceans, hailing from the United States and from ports of the United Kingdom: now the number scarcely reaches fifty. There has not been and there cannot be a revival of this industry until there is first a renewal of the supply of whales, and at the present time there appears to be no prospect of this. As will be inferred from the above reports, this year has been a total failure in the Arctic Sea; only three whales having been caught. It must, therefore, be admitted that, at least for the present, the whaling fishery is nearly exhausted. Taking into consideration the state of things at present a closed season should now be enforced and remain so for ten to fifteen years: so as to give the whale time to multiply. The whaling industry will soon be a thing of the past if no enactment is passed for its temporary restriction

J. E. BERNIER,

Fishery Officer.

APPENDIX No. 13

REPORT ON FISH-BREEDING OPERATIONS IN CANADA

1908

REPORT OF PROFESSOR EDWARD E. PRINCE, COMMISSIONER AND GENERAL INSPECTOR OF FISHERIES FOR THE DOMINION OF CANADA.

To the Honourable L. P. Brodeur,
Minister of Marine and Fisheries,
Ottawa.

Sir,—I have the honour to submit my annual report on the fish-breeding operations carried on in the hatchery establishments conducted under the auspices of the Dominion government. In presenting my report it is my duty to again place on record the fact that the work of fish-culture has been greatly extended during the past year. No less than thirty-six fish hatcheries are now equipped and actually at work. Notwithstanding the rapid development to which I have year after year referred during the last thirteen years, and the present magnitude of the work, there is a widespread demand for its further encouragement and extension.

EXTENSION OF FISH-HATCHING.

New hatcheries have been urgently asked for and the applications for supplies of eggs and of fry or young fish have continued to multiply. The public are alive to the great benefits of fish breeding as carried on in up-to-date and well-conducted hatcheries, and the demands being made cannot be met unless the operations be expanded not only by the erection of new institutions but by increasing the capacity and scope of the stations already established.

CANADIAN AND UNITED STATES OPERATIONS.

Canada now occupies the leading position amongst the nations in operating thirty-six fish hatcheries, with the exception of the United States, which possess fifty-five hatcheries and sixty-four collecting or subsidiary stations. Many of the Canadian hatcheries are of very large capacity and in numerous cases have adjacent to them rearing ponds for the young fry and retaining ponds for the parent-adults, while bass, trout and lobster ponds are also operated in addition.

TOTAL OUTPUT FROM HATCHERIES, 1907-8.

The table which follows shows the various species of fish and the total number of each kind respectively hatched and successfully planted from the different establishments operated by the department during the year.

Atlantic salmon (*Salmo salar*)	12,800,000
B. C. salmon	54,475,350
Speckled trout (*Salvelinus fontinalis*)	863,000
Salmon trout (*Salvelinus namaycush*)	3,476,000
Grey trout (*Crustivomer namaycush*)	840,000
Pickerel or Doré (*Stizostedion vitreum*)	41,500,000
Lake whitefish (*Coregonus clupeformis*)	199,025,000
Lobster (*Homarus americanus*)	501,000,000
Total	813,979,350

TWENTY YEARS' PROGRESS.

The vast expansion of the system of fish-breeding in the Dominion of Canada can be realized by reference to its extent twenty years ago. At that time (1888) there were in existence twelve hatcheries as compared with thirty-six to-day, while the total output in 1888 was 88,109,000 as compared with 813,979,350 or thereabout planted from the hatcheries last season, 1907.

ADDITIONAL PRODUCT OF FRY FROM PONDS.

The number of hatcheries has trebled, but the output of young fish has been increased in a disproportionately greater ratio, having increased nearly eightfold. Nor do these enormous figures embrace the whole of the product of the fish-breeding operations for there are several schemes being carried out each season, which there is every reason to claim, nearly double the total output recorded by the hatchery officers in the several provinces. There should be added the product of the black bass ponds, Belleville, Ontario; the brook trout ponds, Lake Lester, Quebec, and the Fourchu lobster ponds, Cape Breton.

CAPE BRETON LOBSTER PONDS.

The department has received testimony that beneficial results have followed along the Nova Scotia shore, where for five years about 50,000 adult egg-bearing lobsters have been procured annually by a local arrangement, and retained in a privately-owned lobster pond, near Gabarouse, C.B., until the close season, when they have been liberated, and the eggs thus permitted to hatch out under undisturbed natural conditions. About a quarter of a million female parent lobsters have been saved from destruction in the local canneries and their enormous product of eggs has in this way been added to the replenishment of the coastal waters of the district.

In the department's (Fisheries) Report, 1903, pp. 224-225) I described in detail the tidal enclosure in Cape Breton, where this work is carried on each summer, and I need only add that it has been under strict and careful official supervision, and has been carried out in accordance with the department's requirements. The prevalent local opinion amongst fishermen and canners is that the scheme has maintained and greatly increased the supply of lobsters along the Nova Scotia shore referred to.

APPLICATIONS FROM IRELAND AND NEW ZEALAND.

I received a letter from the Fisheries Department in Dublin on a proposal to experiment with the land-locked salmon eggs in waters owned by Sir Thomas Grattan Esmonde, Bart., M.P. In Mr. Cunningham's appended report the details of the shipment are given, and it is to be hoped that this fine fish may be established in Irish

waters as a result. The government of New Zealand again applied for salmon eggs from Canada and 130,000 Atlantic salmon ova were taken by Mr. C. L. Ayson for stocking certain waters at the Antipodes.

SUCCESS OF PACIFIC SALMON IN NEW ZEALAND.

As to former shipments of Pacific salmon conjointly sent by this department and by the United States government, their success has been remarkable. In a recent letter to me, Mr. Ayson of the government salmon station, Hakataranua, New Zealand, informs me that the spring salmon or quinnat sent from British Columbia and California have become thoroughly established and are now spawning in the New Zealand rivers where they were planted. 'I have been busy collecting Quinnat salmon eggs,' Mr. Ayson writes on July 2, 'the run now being just over.' 'It will be interesting for you to know,' Mr. Ayson adds, 'of the great and also quick success of the acclimatization of this species of salmon in our waters. This year (1908) the run was extremely gratifying, over twice the number of spawning fish being taken this year that were taken in the two previous years.' It is anticipated that the valuable sockeye salmon of which the eggs from British Columbia have been planted in New Zealand, will in a season or two be also found spawning in their new habitat.

DIFFICULTIES OVERCOME IN HATCHERIES.

It is unnecessary to refer in any detail to the work of the hatcheries in the various provinces as the Superintendent of Fish-Culture (Mr. F. H. Cunningham) furnishes full information in his report and the various hatchery officers give in their own reports all the details; but I cannot refrain from pointing out how great is the credit due to such officers as are in charge of hatcheries in wild remote regions such as those at Babine and Stuart lakes, at Lakelse river (Skeena river), Rivers Inlet and Pemberton (Birkenhead river) where the successful operation of these institutions in isolated localities calls for great resourcefulness and unusual qualifications. Storms in the mountains, land and snow slides, freshets in the upper waters, often of the nature of torrents, make the work difficult and perilous, and the great success reported is a testimony of skill and energy in the officers in charge. At Pemberton hatchery, great freshets have threatened the success of the season's work, but Officer Robertson overcame all the difficulties, while at Lakelse, the supply dam, through damage by giant trees, and changing channels and banks ran short of water at a most critical time (February 28), and Mr. Whitwell's skill and energy were severely tested, but resulted in success and the eggs were all safely developed and hatched. The dam can only be made secure by the use of solid cement, as the officer recommends. Hardly a season passes without some more or less trying experience testing the resourcefulness and skill of the various officers in charge, and the success which I have been able to report of the fish-breeding operations as a whole reflects the highest credit on the staff in the different provinces.

SUPPLIES OF SALMON TROUT EGGS FROM FISHERMEN.

It will be noticed that, on the Georgian Bay waters, reliance has been placed on the fishermen for supplies of salmon trout (*C. namaycush*) instead of the pound-nets operated by departmental officers for over twenty years. Certain United States hatcheries (in Michigan and Wisconsin) have secured considerable supplies of these eggs from our fishermen on the Canadian side and in return for this courtesy have planted a proportion of the fry annually on our side of the boundary line; but it seemed desirable to take advantage of the large quantities of spawn in a ripe condition which

are available during the latter part of October. The main spawning time being late in that month, great numbers of ripe fish are caught annually before the November close season commences. By utilizing the fish taken by the fishermen for commercial purposes a further source of supply is secured. As reports in various years show there has been some uncertainty as to the full quantity to be obtained from the departmental nets. Indeed in the department's report for 1888, already referred to, it is pointed out that owing to severe weather 5,800,000, instead of 9,000,000, got in 1887, had alone been obtained, the falling off in 1888 being stated as 2,940 mother fish in 1887, and only 1,690 in 1888, a decrease of 1,250 females to get eggs from.

PICKEREL OR PIKE-PERCH HATCHERY OPENED.

The operation of a pickerel or pike-perch hatchery erected at Point Edward, at the head of the St. Clair river, is an important step, the pickerel being one of the marketable fish of prime commercial value.

The new hatchery on the Miramichi river, N.B., was completed and replaced the old hatchery operated since October, 1874.

LOBSTER HATCHERIES.

The five lobster hatcheries at Shippigan, Shemogue, Canso, Pictou and Charlottetown, have had a successful season and turned out 501,000,000 fry, an enormous output which will be increased shortly when three further new hatcheries at Georgetown, P.E.I., Lunenburg, N.S., and Magdalen Island, P.Q., are erected and in operation. The question of rearing lobsters, just as fingerling salmon and trout have been reared, has long been under consideration; but many difficulties arose and it has not hitherto seemed very practicable. The experiments of Professor H. C. Bumpus, and the remarkable methods devised by Professor A. D. Mead in Rhode Island waters, appear now to have reached assured success. The mechanical methods of creating sea-water currents and supplying food, in the enclosures containing lobster fry as devised by Dr. Mead, have overcome the difficulties, and lobster rearing may now be regarded as an accomplished fact and quite feasible as a branch of fish-culture.

SESSIONAL PAPER No. 22

QUANTITIES DISTRIBUTED FROM THE HATCHERIES.

The following table shows the number of various species of fish turned out from the Dominion hatcheries, 1907–08 :

Number.	Name of Hatchery.	Number of Fry distributed.	Number of Eggs sent to other Hatcheries.	Species of fish.
1	Ottawa, Ont	877,000	292,000	Salmon Trout.
	"	525,000		Whitefish.
	"	95,000		Atlantic Salmon.
	"	55,000		Speckled Trout.
2	Newcastle, Ont	1,807,000		Salmon Trout.
3	Sandwich, Ont	61,500,000		Whitefish.
	"	41,500,000		Pickerel.
4	Gaspé, P. Q	1,175,000		Atlantic Salmon.
5	Tadoussac, P. Q	3,360,000	500,000	" "
6	Lac Tremblant, P.Q.	642,000		Salmon Trout.
7	St. Alexis, P. Q	670,000	300,000	Speckled Trout.
8	Magog, P. Q	150,000		Salmon Trout.
	"	105,000	155,000	Speckled Trout.
	"	840,000		Grey Trout.
	"	115,000		Atlantic Salmon.
9	Bedford, N. S	440,000		" "
	"	33,000		Speckled Trout.
	"			
10	Margaree, N. S	925,000		Atlantic Salmon.
11	Windsor, N. S	721,000		" "
12	Bay View, N. S	155,000,000		Lobsters.
13	Canso, N. S	60,000,000		"
14	Miramichi, N. B	1,670,000		Atlantic Salmon.
15	Restigouche, N. B	2,139,000		" "
	"			
16	Grand Falls, N. B	1,365,000		Atlantic Salmon.
17	Shemogue, N. B	126,000,000		Lobsters.
18	Shippegan, N. B	80,000,000		"
19	Charlottetown, P.E.I	80,000,000		"
20	Kelly's Pond, P. E. I	790,000		Atlantic Salmon.
*21	Selkirk, Man	45,000,000		Whitefish.
*22	Berens River, Man	92,000,000		"
23	Fraser River, B. C	5,500,000		B. C. Salmon.
24	Granite Creek, B. C	6,858,000		"
25	Skeena River, B. C	4,125,750		"
26	Harrison Lake, B. C	14,724,600		"
27	Nimpskish, B. C	4,870,000		"
28	Pemberton, B. C	10,820,000	8,000,000	"
29	Rivers Inlet, B. C	7,577,000		"

FISH

STATEMENT showing the Places where and the years in which the Dominion Fish Hat- annually since the commencement of

Number.	Year.	Ontario.			Quebec.	
		Newcastle.	Sandwich.	Ottawa.	Magog.	Tadoussac.
		Fry.	Fry.	Fry.	Fry.	Fry.
1	1868-73	1,070,000				
2	1874	350,000				
3	1875	650,000				60,000
4	1876	700,000	8,000,000			150,000
5	1877	1,300,000	8,000,000			1,180,000
6	1878	2,605,000	20,000,000			707,000
7	1879	2,602,700	12,000,000			1,250,000
8	1880	1,923,000	13,500,000			1,155,000
9	1881	3,300,000	16,000,000		200,000	334,000
10	1882	4,841,000	44,000,000		975,000	660,000
11	1883	6,053,000	72,000,000		250,000	995,000
12	1884	8,800,000	37,000,000		100,000	985,000
13	1885	5,700,000	68,000,000		300,000	720,000
14	1886	6,451,000	57,000,000		1,400,000	1,627,000
15	1887	5,130,000	56,500,000		675,000	900,000
16	1888	8,076,000	56,000,000		3,475,000	850,000
17	1889	5,846,500	21,000,000		2,800,000	1,600,000
18	1890	7,736,000	52,000,000	5,732,000	2,875,000	1,700,000
19	1891	7,807,500	75,000,000	7,043,000	3,050,000	1,300,000
20	1892	4,823,000	44,500,000	4,909,000	2,400,000	624,000
21	1893	9,835,000	68,000,000	6,208,000	3,600,000	2,060,000
22	1894	6,000,000	47,000,000	4,480,000	2,035,000	1,975,000
23	1895	6,000,000	73,000,000	3,210,000	3,350,000	2,060,000
24	1896	5,200,000	61,005,000	3,950,000	3,400,000	2,500,000
25	1897	4,200,000	72,000,000	4,100,000	4,500,000	3,272,000
26	1898	4,325,000	71,000,000	3,020,000	3,100,000	2,200,000
27	1899	4,050,000	73,000,000	3,700,000	3,098,000	2,125,000
28	1900	5,175,000	90,000,000	3,450,000	3,099,000	1,400,000
29	1901	5,900,000	67,000,000	3,410,000	3,135,000	2,960,000
30	1902	650,000	100,000,000	1,245,000	935,000	2,730,000
31	1903	2,500,000	90,000,000	1,201,000	885,000	1,625,000
32	1904	1,475,000	75,000,000	877,000	283,000	2,615,000
33	1905	1,480,000	106,000,000	1,103,000	1,098,000	1,550,000
34	1906	1,550,000	88,000,000	1,123,000	875,000	2,435,000
35	1907	1,807,000	103,000,000	1,552,000	1,210,000	3,360,000
	Total	145,911,700	1,844,500,000	60,313,000	53,103,000	51,634,000

BREEDING.

cheries have been erected ; also the number of Fry distributed from each Establishment operations, including the year 1907.

Quebec—*Continued.*			New Brunswick.					Number.
Gaspé.	St. Alexis des Monts.	Mont-Tremblant	Resti-gouche.	Miramichi	St. John River.	Lobster Hatchery, Shemogue.	Lobster Hatchery, Shippigan.	
Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	
								1
			100,000	60,000				2
110,000			600,000	150,000				3
50,000			300,000	60,000				4
1,051,000			600,000	320,000				5
650,000			1,015,000	665,000				6
1,597,000			1,470,000	1,025,000				7
730,000			1,500,000	805,000	170,600			8
500,000			740,000	770,000	50,000			9
530,000			1,400,000	640,000	588,000			10
520,000			300,000	925,000	72,600			11
859,000			940,000	795,000	811,000			12
290,000			660,000	900,000	155,000			13
576,000			1,380,000	945,000	2,181,000			14
630,000			1,500,000	900,000	2,479,000			15
800,000			1,720,000	1,290,000	4,142,000			16
450,000			1,280,000	850,000	3,570,000			17
806,000			2,396,000	1,022,000	3,492,000			18
1,000,000			1,750,000	1,503,000	3,165,000			19
96 ,000			1,240,000	1,310,000	2,378,000			20
910,000			8 3,000	975,000	3,299,000			21
850,000			1,080,000	1,010,000	4,096,000			22
675,000			2,885,000	1,200,000	4,060,000			23
300,000			1,250,000	1,130,000	4,068,000			24
1,100,000			2,100,000	1,558,000	4,155,000			25
			1,135,000	1,557,000	3,290,000			26
			2,025,000	1,605,000	3,980,000			27
			1,125,000	1,620,000	3,957,000			28
			1,750,000	1,800,000	3,605,000			29
734,000			2,310,000	1,700,000	998,000			30
830,000			2,052,000	1,000,000	648,000	17,000,000		31
1,520,000	125,000		2,525,000	1,500,000	909,000	52,000,000	50,000,000	32
1,100,000	298,000	570,000	2,333,000	1,400,000	807,000	100,000,000	100,000,000	33
1,100,000	493,000	555,000	1,620,000	1,650,000	1,350,000	122,000,000	70,000,000	34
1,175,000	670,000	642,000	2,139,000	1,675,000	1,365,000	126,000,000	80,000,000	35
22,408,000	1,586,000	1,767,000	48,103,000	36,615,000	63,841,200	417,000,000	300,000,000	

FISH-BREEDING.

STATEMENT showing the Places where and the Years in which the several Fish Hatcheries have been erected, &c.—*Continued.*

Number.	Year.	Nova Scotia.					P. E. Island.		British Columbia.	
		Bedford.	Margaree.	Windsor.	Lobster Hatchery Bay, View.	Lobster Hatchery, Canso.	Kelly's Pond.	Lobster Hatchery, Charlottetown.	Fraser River.	Harrison Lake.
		Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.
1	1868-73									
2	1874									
3	1875									
4	1876	395,000								
5	1877	1,000,000								
6	1878	1,400,000								
7	1879	1,740,000								
8	1880	730,000					500,000			
9	1881	680,000					375,000			
10	1882	850,000	*315,000				1,000,000			
11	1883	800,000	*659,000				1,210,000			
12	1884	1,000,000	*853,000				1,000,000			
13	1885	670,000	*772,000				1,100,000		1,800,000	
14	1886	950,000	*1,179,000				400,000		2,625,000	
15	1887	4,230,000	*1,415,000				500,000		4,414,000	
16	1888	4,390,600	*1,559,000				Output of		5,807,000	
17	1889	3,850,000	*2,034,000				Dunk R.		4,419,000	
18	1890	3,860,000	*1,953,000				Hatchery,		6,640,000	
19	1891	2,550,000	*1,000,000		7,000,000		now closed.		3,603,800	
20	1892	2,620,000	*690,000		63,500,000				6,000,000	
21	1893	3,180,000			153,600,000				5,764,000	
22	1894	3,805,000	*288,000		160,000,000				7,800,000	
23	1895	3,815,000	*195,000		168,200,000				6,390,000	
24	1896	4,225,000	*243,500		100,000,000				10,393,000	
25	1897	5,450,000	*496,000		90,000,000				5,928,0 0	
26	1898	3,000,000			85,000,000				5,850,000	
27	1899	4,025,000			100,000,000				4,742,000	
28	1900	3,970,000			12 ,000,000				6,200,000	
29	1901	3,980,000			110,000,000					
30	1902	960,000	95,000		120,000,000				9,214,000	
31	1903	710,000	600,000		164,000,000				9,573,000	
32	1904	1,213,000	562,500		175,000,000			60,000,000	6,584,000	
33	1905	880,000	799,500		155,000,000	8,900,000		100,000,000	2,550,000	6,505,000
34	1906	1,071,000	910,000	575,000	118,000,000	71,000,000	720,000	90,000,000	9,130,000	28,773,000
35	1907	473,000	925,000	721,000	155,000,000	60,000,000	790,000	80,000,000	5,500,000	14,724,600
	Total	72,472,000	17,543,500	1,296,000	2,044,300,000	139,000,000	7,595,000	330,000,000	130,926,800	50,002,600

* Output of Sydney Hatchery, now closed.

FISH-BREEDING.

STATEMENT showing the Places where and the Years in which the several Fish Hatcheries have been erected, &c.—*Concluded.*

Number.	Year.	British Columbia.					Manitoba.		Total
		Granite Creek, Sicamous.	L. Lakelse, Skeena River.	Pemberton.	Rivers Inlet.	Nimpkish River.	Selkirk.	Berens River.	
		Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.
1	1868–73								1,070,000
2	1874								510,000
3	1875								1,570,000
4	1876								9,655,000
5	1877								13,451,000
6	1878								27,042,000
7	1879								21,684,700
8	1880								21,013,600
9	1881								22,949,000
10	1882								55,799,000
11	1883								83,784,600
12	1884								53,143,000
13	1885								81,067,000
14	1886								76,714,000
15	1887								79,273,000
16	1888								88,109,000
17	1889								47,699,500
18	1890								90,212,000
19	1891								115,772,300
20	1892								135,959,000
21	1893								258,314,000
22	1894						14,500,000		254,919,000
23	1895						19,000,000		294,040,000
24	1896						4,500,000		202,459,000
25	1897								198,859,000
26	1898						9,000,000		192,477,000
27	1899						20,000,000		222,350,000
28	1900						32,000,000		271,996,000
29	1901								203,540,000
30	1902	6,760,000					23,000,000		271,301,000
31	1903	4,866,500	3,450,000			1,636,000	12,000,000		314,576,500
32	1904	3,074,000	4,000,000			2,496,000	31,500,000		473,258,500
33	1905	4,000,000	5,767,900			2,800,000	25,500,000		627,541,400
34	1906	10,888,000	3,784,000	17,450,000	8,000,000	4,873,400			657,925,400
35	1907	6,858,000	4,125,750	10,820,000	7,577,000	4,870,000	45,000,000	92,000,000	813,979,350
	Total	36,446,500	19,127,650	28,270,000	15,577,000	16,675,400	236,000,000	92,000,000	6,284,014,350

HATCHERIES AID SCIENCE.

The desirability of co-relating the records of the various hatcheries with a view to deciding many questions of scientific and of practical value in fish-development has long presented itself to me. The three biological stations at St. Andrews, N.B., Departure Bay, B.C. and Georgian Bay, Ont., would find much aid in the technical work carried on by notes and observations at the various hatcheries. Thus the question of the dates and periods of spawning, and the conditions which may hasten or delay them could be largely decided by a comparison of the hatchery records for a number of years. Thus the first ripe sockeye (*S. nerka*) eggs last season (1907-8) were obtained at the Lakelse hatchery, Skeena river, on August 6, and the spawning continued until September 3. At Stuart's lake, head of the Fraser river, it was nearly two weeks later (August 18, and the last eggs were got on October 15. Pemberton hatchery took its first eggs on August 31, and the last on October 26. The sockeyes in the Babine waters (head of the Skeena river) were not ripe until September 4th and they continued nearly six weeks, while the Harrison River hatchery, relying on salmon schools that have a short migration from the sea, obtained eggs about the same date (at Silver Creek), on September 10 at Douglas Creek, and at the lowest spawning ground viz.: Morris Creek, on September 21. The Rivers Inlet fish have a short migration, but it was September 18th before ripe fish were found and most fish occurred about October 11 and continued till the 22nd, a condition much the same as the Nimpkish river (Alert Bay) which secured its eggs between October 8 and 31. The salmon having the longest distance to ascend, enter very early and reach the upper waters at an early date. The early schools must be distinct from the later schools, which implies that each school of migrating salmon has its own spawning resort, supported by the strongly marked local variations noticed by fishermen and those who handle salmon. In the reports of the hatchery officers, variations in the size of the eggs produced have been observed, and at the Harrison Lake hatchery it has been noticed that the size of the ovum is distinctive for each locality. The salmon resorting to the spawning grounds in the Harrison river produce larger eggs (viz. 6,000 to the quart) than those which go into Morris Creek which is close by. Eight thousand eggs from the Morris Creek salmon fill a quart measure, whereas at Silver Creek up Harrison lake, the eggs are midway in size, viz.: 7,000 to a quart. The Indians have long claimed that they are able to identify these local schools, and it is certainly very remarkable that there should be such variation in the eggs as the Morris Creek salmon migrate up the Harrison river rapids, yet never remain in the rapids, nor do the Harrison river sockeyes with the large eggs ever appear to enter Morris Creek, a short distance away. Records made year after year and compared would yield most valuable results and afford much needed information as to the movements and the local variations of important salmon schools.

CONCLUSION.

The report of the Superintendent of Fish Culture is followed, as usual, by the reports of the officers in charge of the respective hatcheries, and as a final appendix to this fish-breeding report is the report of the department's oyster expert (Mr. Ernest Kemp).

I have the honour to be,

Your obedient servant,

EDWARD E. PRINCE,

Commissioner of Fisheries and General Inspector of Fisheries for Canada.

APPENDIX A.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have much pleasure in submitting my annual report as superintendent of the fish cultural operations conducted under the Fisheries Branch of the Department of Marine and Fisheries for the season of 1907-8.

Reference was made in my last report to the extension of this service and during the past year further additions have been made to the number of establishments erected at various points for the purpose of assisting nature in the work of keeping up and replenishing one of Canada's great national assets, viz.:—The fisheries.

During the past season four additional buildings have been put in operation, thus giving a total of thirty-six hatcheries as against thirty-two for the season of 1906-7.

These establishments are distributed over the various provinces as follows :—

British Columbia	9
Manitoba	3
Ontario	6
Quebec	6
New Brunswick	5
Nova Scotia	5
Prince Edward Island	2

HATCHERY SITES.

The remarks on this phase of the work which appears in my last report are so pertinent and to my mind so important as a factor in obtaining good results that I again desire to call attention to them.

The selection of a suitable site is the initial and most important factor of the work. Not only must a supply of pure water be available at all times, but the spawning grounds should be within a reasonable distance of the location.

Whilst this remark refers generally, it is perhaps more applicable to British Columbia where it is found that the Pacific salmon will not survive in confinement to the same extent as the Atlantic salmon, hence it becomes necessary that the locations for hatcheries on the Pacific coast must be nearer the spawning grounds than is actually necessary in the east, which means the erection of hatcheries far up the streams, and, as very often happens in isolated places, hard to reach and expensive to maintain.

The question arises, why not locate the hatcheries in more convenient places and transport the eggs and fry to and from such points. This could be done providing the navigation would allow; but unfortunately for the system in British Columbia the streams are so rapid that the reaching of even the spawning beds nearest the mouths of the rivers would be a very expensive and hazardous undertaking.

Hence it became necessary when locating additional hatcheries in this province to go as far up the Skeena river as Babine and Stuart lakes to reach the natural spawning beds, at which points it is expected the hatcheries located there, which are now in operation, can be filled with eggs every year.

As a proof of the wisdom of this contention especially in so far as British Columbia is concerned, it may be said that before the end of September of this season,

both the Babine and Lakelse hatcheries were filled with eggs. The parent fish being caught practically at the doors of the hatcheries and thus enabling the fry to be distributed on the natural spawning beds without necessitating portaging the eggs and young delicate fry long distances over rough roads.

RETAINING PONDS.

This is another adjunct of value and importance to fish culture as it enables the parent fish to be purchased from the commercial catch and thus not only are the eggs produced from these fish saved, but the parent fish themselves are released after being spawned and return to the sea.

REARING PONDS.

In connection with nearly all the hatcheries in British Columbia, it has been possible owing to natural advantages to establish ponds. These semi-enclosures protect the fry from climatic conditions and their natural enemies to a very large extent. They remain in these ponds until instinct calls for a change, when they can, of their own accord, leave the enclosure and take up the graver fight for life in their natural haunts.

These ponds are looked upon with favour and are being put in operation at all hatching points affording the necessary facilities.

DISTRIBUTING FRY.

It has not been possible to put into force my suggestion of last season to stock lakes by localities as owing to the increasing number of individual applications, it was impossible to change a system which has been in vogue for so many years without causing wide dissatisfaction. It must, however, be better understood that owing to the difficulty of securing speckled trout eggs in large numbers that it is utterly impossible to fill but a few of the many applications for this much applied for sporting variety.

HATCHERIES.

The following remarks apply to the respective establishments which have been uniformly successful with the exception of the two hatcheries located on Lake Winnipeg, which, owing to the early freezing up of the north end of the lake, it was impossible to fill with eggs; the departmental steamer being caught in the ice and remained all winter until released at the opening of navigation this spring.

With such a large number of hatcheries in operation it is impossible to avoid mishaps, and the best laid plans in fish culture as in other business transactions fail to materialize, but on the whole there is cause for congratulation that general success has followed the department's efforts to resplenish the waters of the Dominion with fish life.

BRITISH COLUMBIA.

Harrison Lake Hatchery.

This may be considered the banner fish-breeding establishment in the Dominion. It is a pretentious building some 220 feet long and 40 feet wide.

The location from practical and scenic points are all that could be desired and its close proximity to the reliable spawning ground of Morris Creek adds greatly to its

value as an adjunct to nature in stocking the Fraser river watershed with that valuable commercial commodity, the sockeye salmon.

Mr. Thos. Robinson who has been in charge of this establishment since its inception, resigned the position at the close of the fiscal year to enter commercial life.

Pemberton Hatchery.

One of the greatest transformation scenes coming under my notice has taken place on the Birkenhead river at the point where this hatchery is located. From a dense forest far in the interior of British Columbia, has been erected a modern fish hatchery, and the grounds surrounding the building would be a credit to any establishment located in the heart of civilization. The energetic officer in charge has taken advantage of all that nature offered to improve the efficiency of the hatchery and at no additional expense to the department, the improvements having all been made by the regular employees. The installing of the electric light plant at this out-of-the-way point reflects great credit on the officer in charge. It might be here explained that the fry from this establishment choose their own time for leaving their parent waters, Owl creek, which empties into the Birkenhead, being equipped with stop logs, which allows of the little fish dropping from pool to pool and thus eventually finding their way into the Birkenhead river.

Granite Creek Hatchery.

Owing to the very high water in Shuswap lake at the spawning season, few sockeye were taken and in addition to this it is questionable if the run of adult fish was up to the usual standard in these waters.

For some seasons past eggs taken from parent sockeye captured in Morris Creek, Harrison lake district, have been transferred to Granite Creek hatchery and the resulting fry distributed in creeks emptying into Shuswap lake and these are now returning to their parental waters as adult fish which no doubt accounts for the distinct species of sockeye found there.

This establishment is situated on the main line of the Canadian Pacific Railway and the practical results obtained together with economical management by the officer in charge is very satisfactory.

Lakelse Lake Hatchery.

This hatchery is located on Lakelse lake, sixty-five miles up the Skeena river from Port Essington, and whilst difficult of access splendid returns are derived from the operations conducted here. The building is small, accommodating about 4,500,000 eggs. The eggs are procured in this section earlier than at other establishments, the quota required being deposited on the trays and undergoing incubation by September 3. Over four millions of fry were liberated from this small establishment as the result of last season's operations, the work of distribution being completed by April 22. The run of sockeye salmon was good and no difficulty was experienced in securing all the eggs the building could accommodate. Mr. Whitwell, the officer in charge, is a capable and energetic officer and fills a difficult position in a very satisfactory manner.

Rivers Inlet Hatchery.

The operations at this establishment were very satisfactory and resulted in a distribution of 7,500,000 fry for the season's work. The run of parent fish was very satisfactory and large numbers spawned naturally in the different creeks. This estab-

lishment is also difficult of access, but in British Columbia it is absolutely necessary that the hatcheries should be as near the natural spawning beds as possible as the parent fish ascend to the head waters of the various rivers; this cannot be very well avoided.

Nimpkish Hatchery.

This is a small establishment operated by the British Columbia Packers Association. The result of the operations for the season of 1907-8 was a distribution of some 4,900,000 fry in good condition. This establishment is doing good work.

Babine and Stuart Lake Hatcheries.

It was strongly impressed upon the department that the fishing interests of the Pacific coast demanded additional hatcheries, and to meet these requirements two buildings were erected in the northern portion of the province; the Babine establishment being on the Skeena river watershed, and the Stuart lake is on the Fraser river waters.

These hatcheries, owing to the long and arduous portages of all building material and maintenance supplies, were expensive and difficult to erect; but owing to the indefatigable energy of Mr. W. H. Brunel, coupled with the assistance of building foremen Blair and Nicholson, they were completed in time for the fall operations of 1907. The buildings are constructed of logs, each being 40 feet by 90 feet, and will accommodate ten millions of eggs to each establishment.

The initial season's operations are very satisfactory, the Babine hatchery accounting for a distribution of some 4,600,000 fry, and the output from the Stuart lake hatchery was some 2,400,000. As the buildings were barely completed before the spawning season was over, the result is very satisfactory to the department and very creditable to Officers Pretty and Gibbs.

Fraser River Hatchery.

Since the erection of the large hatchery on Harrison lake, it has been difficult to secure the required quantity of sockeye eggs for this establishment as Morris Creek, formerly the source of supply for this hatchery, was drawn upon as a basis for the larger hatchery on Harrison lake. The building and dam are in need of extensive repairs, but it is questionable, considering the difficulty of procuring sockeye eggs in sufficient quantities within a reasonable distance of the hatchery, whether a large expenditure for repairs would be in the interests of the service. The suggestion of hatching cohoe eggs only at this point is worth considering and if adopted, the repairs required would be justified, as a full quota could be obtained each season.

Some 10,400,000 fry were liberated during the past season, which is considered very satisfactory.

ONTARIO.

Sandwich Hatchery.

The only whitefish hatchery in operation in Ontario at present, is located on the Detroit river, and is stated to have been of great assistance to nature in replenishing the waters of Lakes Erie, Ontario and other adjacent bodies of water with this valuable commercial species of fish. It is only within the last three years that whitefish have again become plentiful in the Bay of Quinte, and it is stated on all sides that the increase is the result of distribution from the Sandwich hatchery. Fisher-

men, stating that beyond question they are, owing to their size and colour, the progeny of whitefish indigenous to the waters of Lake Erie.

Of the one hundred millions of eggs placed in this hatchery, fifty-four millions were purchased from Mr. C. W. Gauthier, and the balance were taken from fish captured under the superintendence of the department's officers. In addition to the quantity placed in this hatchery, some twenty-four millions were transferred to the establishment located on the Red river, in Manitoba.

The season's operations resulted in a distribution of some seventy-nine millions of fry.

Ottawa Hatchery.

The fry from this establishment is distributed over a very wide area, necessitating about three weeks' steady travelling by four men, and a deposit of fry in no less than sixty-seven lakes. The operations included the hatching of salmon trout, speckled trout, Atlantic salmon, ouananiche, whitefish and pickerel. The past season was a very successful one, resulting in a total distribution of over two million of fry in the smaller inland lakes in the surrounding country.

Newcastle Hatchery.

This establishment, located on Lake Ontario, is the parent hatchery of the Dominion, as at this point the late superintendent of fish culture commenced the incubation of fish, and the service which has now been extended to all parts of Canada, may be said to have received its inception from this establishment. For many years the eggs required have been procured from parent fish captured in Georgian bay, and whilst somewhat expensive, the eggs were always in good condition, and gave full returns for the money invested. Last season, over two millions of fry were distributed in the waters of Lake Ontario, Huron and the smaller inland lakes.

Reference must be made to the yearling salmon trout which are now an annual feature of the operations. They are distributed in the spring, and last season some 3,000 beautiful specimens of this variety were liberated. They grow rapidly in the rearing tanks and the spring water is ideal for this purpose.

Wiarton Hatchery.

The season of 1907-8 saw the first hatchery on Georgian bay in operation, and for an initial season, the results are very gratifying. The eggs were procured from the principal fishing grounds and taken from the commercial catch of fish. This is a direct saving, as otherwise these eggs would have been lost to both natural and artificial incubation. The spawn takers accompanied the tugs to the fishing grounds and as the nets were fished, such fish as were in a condition to yield eggs were spawned and the total result was a collection of over five millions of eggs, from which over 4,500,000 of fry were liberated in the waters of Georgian bay and Lake Huron. These eggs were collected at a nominal expense; the hatchery being filled at a cost not exceeding $300. The officer in charge, Mr. A. McNab, is a valuable employee, and spares no pains to conduct the establishment under his charge in a competent and economical manner.

Sarnia Hatchery.

During the year of 1907-8, the first pickerel hatchery in Canada was put in operation. It is true that for several seasons past, this species have been incubated in the whitefish hatchery, located on the Detroit river, but this establishment was inaugur-

ated for this specific purpose and is located on the St. Clair river, within easy distance from the spawning grounds. The land on which the building is located is leased from the Grand Trunk Railway Company at a nominal rental. There is no close-season for pickerel at this point, and the eggs are taken from fish caught for commercial purposes.

Quinté Bass Ponds.

The ponds, located on the Bay of Quinté, are becoming of more service to the department each year, but the area is too small to afford anything like the number of young bass required to fill the applications.

Last season eighty-two adult fish were placed in the enclosure, and after spawning were removed from the pond and the young fry allowed to grow until the fall, when they had reached an average of three inches in length. Owing to the prolific propensities of the bass family, it is not possible to even estimate the quantity of young fish hatched, but the distribution was all that could be desired, and resulted in the stocking of many waters with this valuable fish.

QUEBEC.

Magog Hatchery.

This establishment is located on Lake Memphremagog, and the bulk of the eggs incubated are taken from grey trout captured in this lake. For some seasons a small quota of Atlantic salmon eggs have been incubated at this point, and deposited in the lake, and from reports received are doing well, a number having been caught by hook and line, and the officers of the department, when conducting the spawning operations, have caught specimens of this variety weighing seven pounds.

The total distribution for the season of 1907-8, was over a million of fry.

Lake Tremblant Hatchery.

This is a small building located on Lac Tremblant, and was erected for the purpose of replenishing the waters of this and adjoining lakes with fish life. The species incubated are salmon, speckled trout and Atlantic salmon.

Many of the lakes to be stocked in this section are difficult of access, and train connections poor, consequently in some few cases it is next to impossible to convey the fry in as good a condition as could be wished. It is the opinion with some that fish will live indefinitely so long as they are in water, and the fact that as soon as the oxygen contained in the water is consumed by the fish they die, unless supplied with fresh water, is not generally understood, and consequently the officer is blamed for neglect when he may have done all that was humanly possible in his endeavours to save the fish. This small hatchery is doing good work, it having been reported to me that the fishing in Lac Tremblant has been much improved.

Rearing Ponds, Lake Lester.

These ponds are used solely for the purpose of rearing fish sent as fry from other hatching establishments.

The work has been a great success owing largely to the constant attention on the part of the officer in charge. The care of thousands of fry for a period of one year involves a great deal of hard work as their development must be carefully watched and possible mishaps prevented as a mistake on the part of the officer would jeopardize the whole season's operations. Over three hundred thousand of fingerlings were distributed during the season of 1907-8, which is very encouraging.

Tadoussac Hatchery.

This hatchery is located at the mouth of the Saguenay river, and is devoted entirely to the incubation of the Atlantic salmon. The parent fish are captured in the spring of the year under the supervision of the officer in charge of the hatchery and placed in a retaining pond, where they are held until ready for spawning purposes in the fall. The female fish yielded some 3,360,000 eggs, an average of over 10,000 eggs to the fish. The results of the season's operations were a distribution of three millions of fry.

Some of the waters requiring stocking from this establishment are difficult to reach with fry, and to overcome this, a subsidiary hatchery has been established, and the eggs are conveyed there in an eyed condition and when finally hatched, the fry are liberated. This is an economical system financially and otherwise. This establishment is well conducted.

Gaspé Hatchery.

This establishment is supplied with eggs from the retaining pond at Little River, St. John, N.B.

The fry are distributed far up the rivers adjacent to the hatchery, and owing to the distance it appears necessary to travel, the task is a tedious one. The operations of 1907-8 were successful, resulting in a distribution of 1,600,000 Atlantic salmon fry.

Bark River Hatchery.

This small establishment, located in the county of Maskinongé, is, from the sportsmen's standpoint, one of the most important hatcheries in the Dominion. It is devoted exclusively to the hatching of the sporting varieties of fish. Last season nearly 700,000 speckled trout and salmon fry were liberated. The speckled trout eggs are hard to procure, necessitating much labour, the eggs having to be portaged for miles by hand through the bush. It is, however, successfully operated and yields good results.

NEW BRUNSWICK.

Restigouche Hatchery.

This establishment is located at Tide Head, on the Restigouche river. The parent salmon are captured in the spring, under the supervision of the officer in charge and retained in an inclosure until ready for spawning operations in the fall, after which process they are liberated.

It is satisfactory to note that both landlocked salmon and salmon trout have been caught in some of the lakes, where they have been deposited from this hatchery, and point to the benefits derived from the department's efforts in this direction.

In connection with this establishment, there is a rearing pond for the fry in which last season some 25,000 fry were retained until they were six months old, and then liberated. This is a good system, and will be extended as opportunity offers.

St. John River Hatchery.

This establishment is located on the St. John river, a short distance from Grand Falls. Atlantic salmon are incubated in this hatchery, the eggs being obtained from the retaining pond at Little River, St. John. For many years the work was under the able management of Mr. Chas. McCluskey, and in his death, which occurred last year, the department lost a valuable and respected servant. The assistant was pro-

moted to the position of officer in charge, and being competent, the past season's operations were well conducted, and resulted in a satisfactory distribution of fry.

Miramichi Hatchery.

The old hatchery at this point having outlived its usefulness, it was decided to erect a modern and larger building which would accommodate a greater number of eggs.

This was done and the building completed in time for the season's operations of 1907-8. The parent fish are captured near the hatchery and retained in an enclosure until spawning time, when some four millions of eggs were collected an average of about 5,800 eggs per fish. The loss in eggs and fry was abnormally high, and whilst the matter was fully enquired into, it was difficult to give any stated reason therefor. The loss at this establishment is as a rule about the same as at other salmon hatcheries, but the appliances in use being all new, may possibly have had some effect on the eggs.

Little River Retaining Pond.

This pond is located about three miles from the city of St. John, and is well adapted to the purpose for which it was constructed. Last season some 1,250 adult salmon were retained from July to October, with comparatively few deaths.

This system is a particularly good one. The fish are purchased from the commercial catch, and not only are the eggs saved, but after spawning operations are completed, they are released, find their way to sea and again return to add a further revenue to the fishermen. The same fish have been in this pond two or three different seasons. The average yield of eggs from fish retained in this pond is 7,700 eggs, but it must not be overlooked that some of them weighed as high as 35 pounds each. The total number of eggs collected was 5,600,000, and they were incubated in hatcheries located at Grand Falls, Gaspé Basin, Bedford and Margaree, which establishments are entirely dependent on the success of the operations conducted at this point.

Lobster Hatcheries.

In this province (New Brunswick) there are also two lobster hatcheries, located at Shemogue and Shippegan, respectively. The female lobsters are reported as having been scarce owing to the early warm weather, consequently it was not possible to secure as many eggs as usual.

NOVA SCOTIA.

Bedford Hatchery.

This establishment is located at Bedford Basin, and is supplied with Atlantic salmon eggs from the retaining pond at Little River, St. John, N.B. Several attempts have been made to secure speckled trout eggs, but with indifferent success; the applications for this species are numerous and far in excess of what the department can supply. This is evidenced from the fact that last season from this establishment it was only possible to allot an average of about 3,000 fry to each application.

The hatchery is well managed and the operations satisfactory.

Windsor Hatchery.

This establishment is located on a small stream, about three miles from the town of Windsor. It was intended as a combination salmon and shad hatchery, but the

incubating of the latter species have not been as satisfactory as would have been wished. It is true, only one attempt was made, but as the shad operations must be conducted in the spring, at a time when every available officer of the Fish Culture Branch is actively engaged at other work, it is a hard matter to arrange, but it is hoped that another season this work will be again taken up. As a salmon hatchery, this institution is a success, upwards of 700,000 healthy fry being distributed in the waters of Hants and adjoining counties.

Margaree Hatchery.

This establishment, located on the Margaree river, has since its inception, received its quota of eggs from the retaining pond at Little River, St. John, N.B. Owing to the long and difficult road over which the eggs had to be transferred, coupled with the number of hatcheries dependent on the Little River retaining pond, it was considered in the interests of the service to erect a retaining pond within easy access of this hatchery. This idea has been put in force, and will be conducted on the same principle as other retaining ponds, the fish being purchased from the commercial catch and liberated when the spawning operations have ceased. The past season's operations have been very successful, resulting in a distribution of 925,000 salmon fry.

Lobster Hatcheries.

In this province (Nova Scotia) there are also two lobster hatcheries, located at Pictou and Canso. From the former 127,000,000 and from the latter some 85,000,000 of young lobsters were distributed. The same information comes from this quarter (especially Pictou), that female lobsters bearing eggs were scarce. The quantity of young lobsters liberated, however, is a good indication that the hatcheries were operated successfully.

Fourchu Lobster Pond.

This is an enclosure owned by Mr. H. E. Baker, at Fourchu, N.S. The female lobsters are purchased from the fishermen and retained in this pond and again liberated in the different areas as the close season commences. This work is done under contract by Mr. Baker and Mr. Levatte, who is responsible to the department for the proper carrying out of the work, reports very favourably on the results obtained, and points to the larger catch of lobsters in the areas where these crustaceans are liberated as proof of the success and justification of the undertaking.

PRINCE EDWARD ISLAND.

Kelly's Pond Hatchery.

This hatchery replaced the establishment on Dunk river, and has been very successfully operated. The salmon eggs were last season procured from the Miramichi river, and resulted in a distribution of almost 800,000 Atlantic salmon.

It is pleasing to note that the rivers in which the fry have been liberated for the past two seasons are now full of young salmon, especially the Morell and Winter rivers. There is also a lobster hatchery in operation on the Island, located at Blockhouse Point. The past season's operations commenced on May 24 and continued until July 16. During that period some 80,000,000 of young lobsters were hatched and liberated. Both these establishments are in charge of Mr. A. W. Holroyd, who conducts the same in a very satisfactory manner.

In closing my report, I wish to bear testimony to the faithful and valuable services rendered the department during the past season by Mr. Alex. Finlayson, the inspector of fish hatcheries, and also by the officer in charge of each respective hatchery. They have all done their best, and sometimes under very trying circumstances.

I have the honour to be, sir,

Your obedient servant,

F. H. CUNNINGHAM,

Superintendent of Fish Culture.

REPORT OF FISHERY OFFICERS.

1. HARRISON LAKE HATCHERY.

The Hatchery,
Harrison Hot Springs, B.C., March 31, 1908.

Prof. E. E. Prince,
Dominion Commissioner of Fisheries,
Ottawa.

Sir,—In compliance with your request, I have the honour to submit report of the operations of the Harrison Lake hatchery for the season of 1907-8.

The salmon eggs collected were:—

Sockeye salmon	22,786,000	
Spring salmon	2,406,000	
Cohoe salmon	647,000	
		25,839,000
Eggs lost with launch	550,000	
Bad eggs	1,600,550	
Shipped to other hatcheries	1,440,000	
		3,590,550

The weather conditions, last fall, on the spawning creeks, were almost ideal for the collection of ova. This, together with the excellent run of sockeye in some of the creeks, enabled us to make a showing, which for an 'off' year, I consider most remarkable.

The run of fish at Morris creek was the best I have ever seen, or heard of, and we took the greatest number of eggs ever secured there.

Silver creek yielded a good harvest, but Douglas creek and the creeks at 20-Mile were failures.

The operations at Harrison rapids were seriously obstructed by the presence of humpbacks, which were there in millions, the water being literally alive with them. But for this nuisance we would have captured a good many more sockeye at this point.

At Seymour creek we got more fish than usual, and would have had a better showing of ova but for the theft one night of all the fish in the pens. We discovered the culprit, an Indian, and had him convicted and punished. I do not think there will be any further meddling with our pens here for some time.

There is a notable difference in the size and character of the sockeye eggs from the different streams in this district. For instance, the sockeye eggs from Silver creek average 7,000 to the quart; Morris creek sockeyes go 8,000, while those from Harrison river go only 6,000. In handling these eggs we find that the larger ova require the greater care, and are more liable to injury from vibration in transit than the smaller eggs.

Further, although many of the fish coming to Morris creek and to Harrison rapids come simultaneously from the Fraser, and although these two spawning grounds are only a short distance apart, yet these Morris creek type of sockeye are never taken on the rapids, nor are the sockeyes with the larger eggs ever by any chance found at Morris creek or anywhere else in the district.

The Morris creek fish have to come up the rapids to get to their parent stream but never stay there.

There is a difference in less degree of sockeye frequenting the other streams, sufficient to enable the Indian fishermen, when taking fish in the main river, without difficulty, to name the particular spawning creek to which they belong.

The question of the grilse that come in with the run of adult fish has claimed our attention, and is, I think, worthy of notice here. They are chiefly of the male sex, and it would appear that those which have mature milt all die the same as the adult fish; not as a result of fungus or mutilation, for there are a large percentage of the young grilse and adult fish which die without any fungus or mark of injury on them. It would be an interesting experiment to have some of these brighter fish transplanted, before they die, to the sea and held there for observation.

This season the young sockeye from the hatchery were all run into the fry ponds outside, giving them the advantage of space and freer movement before they were finally liberated.

Not being fed in the ponds, they retained their native shyness (which seems to me to be a natural protection), and passed out to the 'strenuous life' alert and with all their instincts unimpaired.

We had the misfortune to lose our gasoline launch on September 17 last. Particulars of this accident were fully reported to you at the time. The affair was a particularly sad one, on account of the loss of one of our young men, G. McPherson, by drowning. Under instruction of the department every possible assistance was placed at the disposal of the friends of the deceased, and every possible effort made to recover the body, but without success. The lake is very deep where the accident occurred, over 1,000 feet of line was put out without touching bottom, and from the most reliable information I can gather, I have now no reasonable hope that the body will ever be recovered.

The new launch recently provided is a good boat and complied with the terms of the contract with her builders in every particular.

We are now busy fixing up the plant and premises, and I hope to leave everything in good shape for my successor.

In this, my last report, I am glad to bear testimony to the generous and courteous treatment during the years it has been my good fortune to serve you. The severance of this association is one of the chief regrets I have in leaving the service. To Inspector Sword, I desire also to acknowledge my many obligations to him during my long period of service,

I have the honour to be, sir,
Your obedient servant,
THOS. ROBINSON,
Officer in Charge, Harrison Lake Hatchery.

2. BON ACCORD HATCHERY.

Fraser River, April 30, 1908.

Prof. E. E. Prince,
Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I have the honour to submit the following report of the operations carried out at this hatchery during the season of 1907-8.

We had to be indebted to outside sources for nearly all our supply of sockeye eggs, as, although we fenced, with much difficulty, two of the tributaries of the Pitt

river, no sockeyes put in an appearance; in fact, nothing but humpback, and we made no attempt to secure any of their eggs. Our supply of sockeyes were as follows:—

Description.	Where obtained.	Quantity.
Sockeyes	Pemberton Hatchery	4,000,000
"	Lakelse	100,000
"	Fraser River	100,000
		4,200,000
Cohoes	Fraser River Tributaries	5,253,000
Spring	From Harrison Hatchery	2,380,000
Trout Eggs	From Eastern Canada	50,000
Atlantic Salmon	From the East	60,000
Total number of eggs, during season		11,943,000

We also furnished Granite Creek hatchery with 1,000,000 cohoe eggs. We commenced to collect our supply of cohoe eggs about the middle of October, and on November 5 got our first shipment of 192,000 from Tynehead, and about two days after got another of 495,000 from Langley creek. We secured shipments from both creeks at varying intervals till December 10, when the troughs in the hatchery were full, and eggs could still have been obtained in those creeks had it been necessary to collect them. After our supply of eggs had been obtained we were very busy picking out the bad eggs, as for a time they were inclined to fungus, but when we got them cleaned out they hatched and throve very well, and as the temperature during the winter months was favourable, we had no great difficulty in rearing the fry.

The hatchery building was repainted outside last summer, which has greatly improved its appearance, but the sills and floor joists are much decayed, and in the course of another year many of them will want renewing.

The dam on the creek is also completely rotted out, and we have had frequent breaks, but have always been able to stop them, as there is nearly a solid embankment of earth all round where the cribbing and other woodwork was.

The grounds around the hatchery are in fairly decent shape, which repays some for the labour, as we raised sufficient potatoes to supply the employees during the winter and spring, without having to purchase.

There is much difficulty in obtaining a supply of sockeye eggs for the Bon Accord since the Harrison hatchery was built, and took away Morris creek from this hatchery, and this forces us into new and expensive experiments yearly, with but varying success. I think if it were turned into a cohoe hatchery only, a great deal of this might be obviated.

I have the honour to be, sir,

Your obedient servant,

WILLIAM ROXBURGH,

Officer in Charge.

3. PEMBERTON HATCHERY.

Lillooet, B.C., April 20, 1908.

Prof. E. E. Prince,
Commissioner of Fisheries,
Ottawa.

Sir,—I have the honour to forward report of the past season's operations at this hatchery.

My last annual report was dated June 18, 1907; between then and August 1, when preparations for spawn-taking commenced, a subsidiary hatchery of eight millions capacity was installed on a spring-water creek, having a temperature of 45 degrees, and situated about half a mile from the hatchery. A detailed description of the plant was given in my report for June, 1907, and two millions of sockeye ova were successfully hatched in it during the fall.

In August, three fences were placed in the Birkenhead river, two at the hatchery, the other, three miles below; this fence was only in operation during the latter part of the run, to take fish that would not ascend to the hatchery, but spawn on the lower reaches. From August 13 to September 13, when, judging by the two preceding years the run should have been strong, very few fish appeared, but I think this was due more to the low and clear water prevailing than to a scarcity of fish, for as soon as the fall rains commenced the run came fully up to expectations, and success was further insured by the behaviour of the river, which remained normal throughout the spawning season. Spawning commenced on August 31 and continued to October 8. In six days, from September 21 to 26, 11,000,000 of sockeye eggs were taken, the best day being the 23rd, when 2,500,000 were placed in the hatchery. Twenty-eight millions of sockeye in all were spawned, 15,000,000 of them at the lower fence.

The fish were not as numerous as in past years, and the increase in the number of eggs taken is due principally to the absence of freshets, though the fences were built much stronger than formerly, and would have withstood any freshet, I think. One and a-half million cohoe eggs were also taken in November, after which the fences were taken out.

Four million sockeye eggs were transferred to the Fraser River hatchery, Granite Creek hatchery received a like number, and twenty million sockeye and one and a-half million cohoe were hatched here.

After spawn-taking, in October, the installation of the electric lighting plant was commenced, and between that time and New Year, when it was completed, a dam was built on Owl creek, 500 feet of 12-inch by 16-inch flume erected, 500 feet of 12-inch pipe laid, power-house built, turbine and dynamo set, and buildings wired. The turbine wheel develops ten horse-power, and the dynamo is of 1,000 candle-power capacity. This will effect a great saving in the light bill, in addition to being handier and safer.

From January to March, 350 baskets were made to equip the outside hatcheries. These baskets are slightly larger than the old ones, bing 16-inch by 26-inch instead of 16-inch by 24-inch. With these baskets and the outside hatcheries, the hatching capacity has been greatly increased, and in an emergency 52,000,000 of eggs can be accommodated.

During the low-water period, in March, some much-needed work was done in strengthening the fence bottoms with rock, to prevent cutting. About an acre of good

land some distance from the hatchery, was partially cleared for a garden; this will all be ready for cultivation by next spring and will supply the house with all the vegetables and fruit required.

Fifty fruit trees have already been planted, and some are fruiting this summer, and there has been a good crop of strawberries, raspberries, blackberries and gooseberries.

The rough ground from the house to the river has been cleared, levelled off and fenced, which greatly improves the appearance of the place. A ditch eight feet wide and 300 yards long has been dug from outside hatchery No. 3, to the river; log riffles will be placed in this to form ponds, in which the young fish can rest on their way down.

The hatchery is now well protected from fire; from a hydrant in the 12-inch pipe, 200 feet of 2½-inch hose commands all the buildings, with sufficient pressure to throw a stream over the hatchery.

The usual routine work, painting and varnishing the troughs and headtank, lacquering basket trays, &c., has been performed.

There are a few spring salmon in the river now, some have been taken by spoon, hook and minnow.

In conclusion, I would say that the staff, as usual, has given good support.

I have the honour to be, sir,

Your obedient servant,

ALEX. ROBERTSON.

4. GRANITE CREEK HATCHERY.

KUALT, B.C., April 8, 1908.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit the following report on the operations of this hatchery during the past season.

The total sockeye ova taken at Scotch creek, the most important sockeye stream flowing into the Shuswap lakes, was 648,000.

At Granite, or the hatchery creek, 180,000 sockeye eggs were taken.

The only other stream in this section where an occasional sockeye salmon was observed last season was Adams river.

The Adams lake, rising later than Shuswap last year, the river flowing therefrom was in consequence, at the time of the sockeye run, in flood, and flowing through the woods.

In the trap built across the smaller channel after the flood had subsided only cohoes were taken.

The total cohoe ova taken at Scotch creek, Adams river and Granite creek amounted to 465,000.

With 120,000 humpback eggs from Granite creek, the total ova from the Shuswap lake section last season amounted to 1,413,000.

The capacity of the hatchery was, however, taken up by shipments from the coast, as follow:—

From Pemberton—Eyed sockeye ova	4,000,000
From Harrison river rapids—Spring salmon	640,000
From the Bon Accord—Cohoes	1,440,000
Total ova	7,493,000

Males exceeded females at Granite creek by four to one.

Two very distinct varieties of sockeye were represented there, both of which were again dissimilar from the sockeye at Scotch creek.

The females arrived at the hatchery trap in a very exhausted condition, some being so weak, that unable to enter the trap against the current, they were lifted over with dip-nets, and so ripe that they had to be immediately spawned.

I believe that these fish had been hatched from Morris creek ova, and as fry liberated at Granite creek, as in appearance they differed from the very red sockeye that spawn in the Shuswap waters.

The bulk of these fish ripening before they could reach Granite creek, had possibly turned into other streams to spawn, most likely through some prenatal influence, or heredity to Morris creek, 300 miles nearer the sea, which their parent fish had in object while they as ova had been developing.

These green-coloured sockeye females measured 28½ inches, and after being stripped of their spawn, weighed 6 pounds 9 ounces.

The eggs per female averaged 4,079.

Males of the small bright red variety that now also annually visit the hatchery creek, measured only 20 inches, and weighed 2½ pounds.

Accompanying these sockeye to Granite creek, came humpbacks, which to our knowledge entered no other streams in the vicinity; though 65 miles seawards they entered Chase creek in numbers.

The interior of the hatchery has been scraped and repainted this last year, and many improvements made that increase its convenience and accommodation.

The dripping of water from the ceiling, caused by the condensation of moisture thereon during cold weather, has been stopped by filling in over the ceilings with sawdust, 800 sacks of which were used.

At Scotch creek the fence and traps are now again in position.

I am, sir,

Your obedient servant,

D. S. MITCHELL.

5. LAKELSE HATCHERY, SKEENA RIVER.

LAKELSE LAKE, April 9, 1908.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith my sixth annual report of the operations in connection with this hatchery, for the season, 1907-8.

Messrs. S. Whitwell, G. Kelly, J. Williams, and myself, left Vancouver for the hatchery on July 11, and arrived on the night of the 17th.

After our arrival we commenced relacquering the troughs and repaired canoe, &c. On the 21st Messrs. G. Kelly, Whitwell and myself left the hatchery early in the morning and prospected the rivers and small streams emptying into Lakelse lake. We observed some sockeyes at Sockeye river, also a considerable quantity at the mouth

of Schalbuckhand river, where previous to the last two years there never was any quantity of any importance.

On the 24th, 25th and 26th, Messrs. Johnstone, Kelly, S. Whitwell and myself, with two Indians, started clearing away brush and fixing our fences and pens in the Schalbuckhand river, and on the 30th we also fenced and put in a pen at Sockeye river.

On August 6, we started spawning at Schalbuckhand river, and we collected 120,000 eggs, and from that date we continued collecting ova until September 3, when we had obtained all the ova that we could accommodate in the hatchery, namely, 4,414,000 eggs.

On August 25, I received instructions from the department, through Inspector Sword, to forward some sockeye ova for the New Westminster Exhibition, as far advanced as possible. The Indians that I had engaged for three months objected to taking me down to Port Essington in a canoe with the ova, which is a 75-mile trip, so I paid them off on September 1, which placed me in a very awkward predicament, but, not to be outdone on account of the Indians leaving me in the lurch, I made arrangements for Messrs. J. B. Johnstone and S. Whitwell to accompany me down to Port Essington in our skiff, and we started from the hatchery on September 4, and arrived at Port Essington at 8 p.m. next day, after a very dangerous and hard trip. I was very fortunate in catching a fast steamer next morning, and I arrived at Bon Accord hatchery at 9.30 a.m. on Sunday morning, the 8th, and handed over to Mr. W. Roxburgh, officer-in-charge there, 100,000 eyed sockeye eggs, in splendid condition.

Before leaving Port Essington, I engaged two more Indians, and they returned with Mr. Johnstone and S. Whitwell to the hatchery.

A few spring salmon were seen in the Lakelse river, spawning on August 21, and the first cohoe salmon we noticed in the river on September 10.

While I was away from the hatchery, Mr. Johnstone, whom I had left in charge, reported to me on my return that Coldwater creek, where we get our water supply, had got very low and there was hardly sufficient water to supply the hatchery.

I left Victoria again for the hatchery on September 26, but on my arrival at Port Essington on the 29th, I was unable to leave there until October 9, on account of all the river steamers having been wrecked, consequently I had to make the trip in a special canoe, which took us four days before we arrived at the hatchery.

I am pleased to report that on my return I found everything very satisfactory at the hatchery.

Before leaving the hatchery, I instructed Mr. Johnstone to keep a strict account of all bad eggs during my absence, and when I got back the number of bad eggs they had picked out of 4,314,000 was 17,334, in six weeks, and I am glad to say that all through the season we had the smallest percentage of bad eggs that we have ever had at the Lakelse hatchery in one season.

Our first snowfall was on November 3, but not until the 22nd did it stay on the ground, and on February 14 we had 53 inches on the level, and 131 inches for the entire fall all winter. On January 29, which was our coldest day, the water stopped running entirely in the hatchery for a little while, also again on February 28, which enabled us to cut away the ice above the dam to find out the cause. We found two places where the dam was leaking badly, which we stopped up temporarily with brush and sacks of gravel, rocks, &c., that caused the water to rise again above the dam to its normal height, so that we had ample water to carry us through the remainder of the season; but something will have to be done this coming season to enable us to have a more permanent supply, and I think it will be advisable when we return to take back with us about half a ton of cement, so that we can mix some with gravel and sand, to form a concrete to fill up the holes where the dam leaks.

I have the honour to be, sir,

Your obedient servant,

THOS. WHITWELL,

Officer-in-Charge.

1907–1908.

Records of Sockeye Ova and Fry at Lakelse Hatchery, 1907 and 1908.

Date.	Ova Collected.	When Eyed.	Commenced Hatching.	
1907.				
August 8.	120,000	September 3....	October 7....	
" 10.	168,000	" 9....	" 10....	
" 12.	328,000	" 9....	" 23....	
" 14.	168,000	" 11....	" 30....	
" 16.	420,000	" 11....	November 1....	
" 17	144,000	" 12....	" 4....	
" 19.	440,000	" 13 ..	" 9....	
" 21.	296.000	" 15....	" 16....	
" 23	540,000	" 18....	" 19....	
" 24	272,000	" 20....	" 21....	
" 26	256,000	" 21....	" 27....	
" 28.	344,000	" 24....	December 4....	
" 29.	348,000	" 25....	" 6....	
" 31.	176,000	" 27....	" 6....	
Sept. 2	250,000	" 29....	" 21....	
" 3.	144,000	October 1....	" 28....	
	4,414,00			

Total number of eggs put in hatchery. 4,414,000

6. RIVERS INLET HATCHERY.

Rivers Inlet, B.C., April 22, 1908.

Prof. E. E. Prince,
Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I have the honour herewith to submit to you my report of the operations at this hatchery for the season, 1907-8.

The run of salmon was very satisfactory, there being a very good showing of fish in all the creeks, and large numbers of them reached the spawning grounds.

We commenced taking ova on September 18, a few fish being in good condition. It was not, however, until October 11 that the fish entered the creeks in any great numbers. From this date, however, we had all we could handle, and finished stocking the hatchery on the 22nd, having secured about 14,000,000 eggs, leaving plenty of fish still in sight when we took out the fences.

The weather was fairly good. There was one heavy freshet at the end of September, which undermined the fence at Quap creek, and caused us to lose the early part of the run. With this exception, we had little or no trouble. The winter was mild throughout and the mean temperature of the water for the season was 37·51 F.

The eggs made favourable and steady progress, and the first that were received were eyed by October 16, with water at a mean temperature of 47. The first young fish showed on November 30, 74 days from receipt of the eggs, and the first lot of

young fish were placed in the pond on February 15. All the fry, with the exception of 2,000,000, put into the Wannock river and the lake, passed through the ponds where they seemed to thrive and were in very good condition when they passed into the lake

The last of the fry, about 100,000, were put out on May 30, making a total of 12,300,000 for the season's work.

I have the honour to be, sir,
Your obedient servant,
ROBT. C. BUCKNALL,
Officer-in-Charge.

7. NIMPKISH HATCHERY, B.C.

NANAIMO, B.C., April 2, 1908.

Professor EDWARD E. PRINCE,
Commissioner of Fisheries,
Ottawa.

SIR,—I have received the following report from the British Columbia Packers' Association of the take and output of their hatchery on the Nimpkish:—

'We commenced to take sockeye eggs on the 8th day of October, 1907, and filled all our baskets and the hatchery to its capacity by the 31st of same month, taking 5,017,000 eggs.

'No trouble of any kind was experienced after stripping, only 102,000 eggs being lost and 500 dead fry, being a little over 2 per cent loss.

'We commenced to put out the strong swimming fry on March 16, and planted the last on April 8.

'The quantity of sockeyes that spawned naturally was not so large as last year. A much larger quantity of eggs could have been taken if the hatchery had been of greater capacity.'

I am, sir,
Your obedient servant,
EDWARD D. TAYLOR,
Inspector of Fisheries.

8. BABINE HATCHERY, B.C.

BABINE, B.C., April 15, 1908.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my report from this hatchery for the past season.

The water was turned into the hatchery October 5, and I immediately started spawning and the bringing down of the 2,994,000 eggs which I had held in the creek at the head of the lake for over a month. I also spawned all the fish I could catch both at the head of the lake and at the hatchery, but as most of the fish were 'spent' I only secured an additional 1,830,000, which made a total of 4,824,000, which were

put in 36 troughs and all hatched with the exception of 160,000 dead eggs that were picked out.

Our first spawning was September 4, and our last October 16.

Our first shipment started hatching on November 18, at 75 days, and our last shipment started hatching on March 6, at 133 days.

Our highest temperature was 49 degrees and our lowest 35 degrees.

The Babine hatchery is situated on Salmon river, one of the principal sockeye salmon rivers on Babine lake, but, owing to all the early fish going up Salmon river and on through Gourdeau lake to the creeks at the head, Salmon river cannot be successfully fenced till late in the season. The hatchery is situated about 700 feet from Gourdeau lake, in a good sheltered spot with lots of good clear water taken from the lake.

There is an unusually large percentage of dead eggs in Salmon river as, I think, too many fish spawned in the creek this year, and we have no high water in the fall or winter, the bottom of the creek is covered with rotten salmon and big bunches of dead eggs covered with fungus.

There is also a great variety of water insects and no doubt some of them attack the eggs.

We started putting out the young fry on March 30 and distributed them in all the suitable places in the creek, and had them all out by April 15, a total of 4,663,000. They all went out in splendid condition, as they only had to be taken a short distance.

There are no trout or ducks in the creek at this time of the year, and so the young fry have a good chance.

I am, sir,

Your obedient servant,

A. W. PRETTY,

Officer-in-Charge.

9. STUART LAKE HATCHERY.

STUART LAKE, B.C., January 15, 1908.

Professor E. E. PRINCE,

Dominion Commissioner of Fisheries,

Ottawa.

SIR,—I herewith have the honour to submit my first annual report on the Stuart Lake hatchery.

This hatchery was built by Mr. Nicholson, of Greenwood, under the superintendence of Mr. Brunel, of Ottawa. It is situated on the portage between Babine and Stuart lakes. Its water supply is taken from Cunningham creek, which flows out of Cunningham lake, a mile above the hatchery, and runs into Stuart lake, two miles lower down. The hatchery is a log building, 40 feet by 90 feet, built on the Red river style, upright posts for the walls every 19 feet. The logs, which are squared on four sides, are morticed into the posts. It is chinked with moss between the logs and plastered on the outside with mud. This makes a very warm and substantial building, lighted by eighteen large windows As there are no skylights, it is necessary to pick with lamps all through the day. Storm shutters and storm doors are also provided, which are of great assistance in keeping the hatchery warm. The hatching apparatus is very much the same as that of Pemberton hatchery. There is a head tank which runs down one side, the entire length of the building, 18 inches by 18 inches, built of

2-inch lumber, 56 troughs, placed in groups of four, with a fall of 9 inches between the upper and lower pair; each trough is 16 feet by 16½ inches wide, and built of 1-inch by 8-inch lumber. They each hold six baskets, 16 inches by 24 inches. A waste ditch at the end of the lower troughs, 11 inches by 7 inches, runs the entire length of the building, and empties outside into a small spring which flows into the main creek. I have a large heater at each end of the hatchery which I find keeps the building sufficiently warm. The dwelling-house is also a log building, built on the same style as the hatchery. It is 26 feet by 32 feet, and contains: kitchen, 13 feet by 14 feet; dining-room, 17½ feet by 13 feet; three bed-rooms; two rooms, 10 feet by 12 feet, and one 12 feet by 12½ feet. There is also a store-house, 13 feet by 17 feet. I must say that the work done here by Mr. Brunel is creditable both to the department and himself.

On July 11, Mr. Nicholson and crew, and myself and staff, arrived at Babine portage. In the meantime, Mr. Brunel was locating the site for the Babine hatchery. On the 15th I left with three men for 15-Mile creek, on Babine lake. On the 17th we started putting in our fence, but were very much handicapped in not having any lumber to work with. Everything had to be cut out of the woods and used in its rough state. Up to this time there were no salmon to be seen in either creek or lake. On July 23, Mr. Brunel came down, and I left with him for Stuart lake, to locate the site for the hatchery. After exploring all the creeks on Stuart lake, we came to the conclusion that Cunningham creek was the only one suitable for a site. On August 3, on getting back to 15-Mile creek, I found the fence completed; a few salmon were in the creek, but these were in an unripe condition. On August 15, I left for 4-Mile creek, and on arrival found the creek full of salmon, all in very good condition for spawning. On the 18th, we started spawning, and by September 15 had secured 2,500,000 eggs, which were taken over to the hatchery and planted in Cunningham creek, as we had no way of keeping them. Up to this time I had only 85 baskets and very few trays for packing the eggs. On October 5, I again left for 15-Mile creek with Messrs. Rodd and Robertson and one Indian. We started spawning on the 10th and by the 15th had secured 2,600,000 eggs. By this time the few salmon remaining in the creek had spawned. The eggs were placed in the hatchery on the 20th, the water being turned on then for the first time, and are in very good condition, considering that they had to be brought 15 miles by canoe and 9 miles by pack-horse. There would not have been the least trouble in procuring the full capacity if the hatchery had been completed earlier. The Indians up here, so far, have caused no trouble, and I find them very good workers, and also fair and just in their dealings. I would like to say that the staff of four have done their best to make a success of the season's operations.

I have the honour to be, sir,

Your obedient servant,

HENRY GIBBS,

Officer-in-Charge.

10. SANDWICH HATCHERY, ONT.

SANDWICH, April 20, 1908.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit my annual report of the operations conducted at the Sandwich hatchery for the past season.

We commenced fishing the first week in November, having fishing stations along the Detroit river and in the Bay of Quinté and Lake Ontario.

We collected 124,700,000 whitefish eggs, at the following places:—

Bay of Quinté (Belleville)	33,750,000
C. W. Gauthier (Fighting Island)	54,120,000
Fisheries operated by department (Detroit river)	36,830,000
	124,700,000

One hundred million of these eggs were placed in the hatchery and 24,700,000 were shipped to Selkirk.

The fish were captured in seines by the fishermen and kept in racks until ready for spawning. Under my supervision they were then spawned in large tin pans, impregnated, put in tubs and conveyed by steam tug *Ranger* to the hatchery ; they were then placed in glass hatching jars and kept in perpetual motion until hatched, the water being the same temperature as the river. The hatching period averages about five and a half months.

Mr. William Hill superintended the collection of whitefish eggs in the Bay of Quinté.

The first eggs arrived by railway from Belleville on November 6, when the hatchery was opened. Shipments from this point were received from time to time until November 22.

The first eggs were taken in the Detroit river on November 12. It will be observed that the spawning of whitefish in Lake Ontario is somewhat earlier than in the Detroit river.

I am, sir,
Your obedient servant,
WILLIAM PARKER,
Officer-in-Charge.

11. OTTAWA HATCHERY.

OTTAWA, April 26, 1908.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—Herewith I have the honour to submit my annual report of the operations carried on at the Ottawa hatchery during the season 1907-8.

The following is a list of the eggs received:—

November 13, 1907, from William Armstrong, at Wiarton, 1,000,000 salmon trout eggs.

November 14, 1907, from Inspector Finlayson, 50,000 ouananiche eggs.
January 7, 1908, from Inspector Finlayson, 70,000 speckled trout eggs .
January 24, 1908, from Inspector Finlayson, 400,000 salmon trout eggs.
February 12, 1908, from Inspector Finlayson, 200,000 Atlantic salmon eggs.
March 4, 1908, from Wm. Parker, 300,000 eyed whitefish eggs.
March 31, 1908, from Grand Falls, N.B., 175,000 eyed Atlantic salmon eggs.
April 7, 1908, from Bark river, 80,000 speckled trout eggs.
May 28, 1908, from Wm. Parker, 700,000 pickerel eggs.

All of which were laid down in the incubating troughs and jars, hatching out strong healthy young fry in the latter part of May and beginning of June. For distribution see Report of Department of Marine and Fisheries ,Fisheries Branch, for the year 1907.

The hatchery is at present undergoing repairs, which, when completed will leave us in readiness for the coming season's operations.

In conclusion, I might add that during the year the hatchery has been visited by nearly 25,000 interested visitors, many of whom came in at regular intervals to watch the different stages of development.

I have the honour to be, sir,
Your obedient servant,
JOHN WALKER,
Officer-in-Charge.

12. NEWCASTLE HATCHERY, ONT.

NEWCASTLE, April 29, 1908.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

DEAR SIR,—I have the honour to submit to you my report of the operations carried on at this hatchery during the past year.

According to instructions received from the department at Ottawa, myself and the usual assistants arrived at Wiarton on October 1. As it is an annual occurrence it usually takes from ten days to two weeks to have everything ready for driving our stakes to set nets, &c., we were ready by the 12th to commence work and by the 21st we had all our nets set ready for operations to secure our supply of salmon trout ova.

I am pleased to inform the department that while we had some rough and stormy weather, on the whole we have had no better success in any season since I have had charge of the Newcastle hatchery. It is usually difficult to secure a sufficient number of male fish, but this season they were exceptionally plentiful.

By November 12 we secured the usual supply for Ottawa and Mt. Tremblant, and on that date I handed over Mr. Walker 800,000 for Mt. Tremblant and 1,000,000 for the Ottawa hatchery, and by the 20th we had a full supply for the Newcastle hatchery of first-class eggs in good condition. We also left about a half million at the hatchery in Wiarton, not having any room for any more at the Newcastle hatchery.

On the whole our operations at Wiarton were satisfactory, but if the work is to be carried on at that point another season it will be necessary to build a new spile driver as the one we now have is practically useless. Last season owing to the kindness of Messrs. Porter and Kastner we were able to hire a scow, which proved satisfactory, but as they are this season building docks at Southhampton and other places

they will require all the scows they own and will not be able to place any at the disposal of the department.

Our nets, by a little repairing, will do for another season. All other requirements, such as spawning and other boats are in good condition for another year and safely housed at the Wiarton hatchery. For distribution see Fisheries Report for year 1907.

I have the honour to be, sir,

Your obedient servant,

WM. ARMSTRONG.

13. GEORGIAN BAY HATCHERY.

WIARTON, ONT., April 30, 1908.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa, Ont.

SIR,—In accordance with the rules of the department and in compliance with your instructions, I beg leave to submit my annual report of the operations at the Dominion hatchery under my charge for the year 1908.

According to instructions I proceeded with my assistants to the fishing grounds at Tobermory and the Duck Islands, to secure a supply of eggs for the hatchery on October 14 and returned to the hatchery on October 31 with 5,500,000 salmon trout eggs, which hatched out successively between March 1 and April 5, and were planted between May 5 and June 3.

I have the honour to be, sir,

Your obedient servant,

A. J. McNAB,
Officer-in-Charge.

14. MAGOG HATCHERY, P.Q.

MAGOG, April 2, 1908.

Prof. E. E. PRINCE,
Commissioner of Fisheries.
Ottawa, Ont.

SIR,—In transmitting you my annual report on the operations of this hatchery for the season of 1907-8, I take the pleasure in informing you that the grey trout eggs collected in Lake Memphremagog in October and November, 1907, number 1,250,000. For distribution see Fisheries Report for 1907.

In March, 1908, I went to Grand Falls, N.B., in company with inspector A. Finlayson and received from the Grand Falls hatchery 100,000 salmon eggs which I conveyed to the Magog hatchery in a very good condition.

In the fall of 1907 numerous repairs were made to the hatchery,—painting of same outside, new penstock repairing troughs and painting of trays, &c., &c. I also had a house built on the shore of Lake Memphremagog at Georgeville last October,

1907, for the purpose of getting spawn, and now I am very well equipped for the above operations.

I remain, sir,

Your obedient servant,

L. L. DESEVE,

Officer-in-Charge.

15. MOUNT TREMBLANT HATCHERY, P.Q.

LAKE TREMBLANT, June 26, 1908.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to transmit my report of the operations at Lake Tremblant hatchery for the season of 1907-1908. The following quantities of eggs were received in good condition:—

Salmon trout eggs, 650,000; speckled trout eggs, 80,000; Atlantic salmon eggs, 52,000.

I may state that the distribution was very satisfactory, despite the great heat and the difficulties of communication.

I have the honour to be,

ALPH. ROBERT.

16. BALDWIN'S MILLS HATCHERY AND PONDS.

BALDWIN'S MILLS, P.Q., April 9, 1908.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—It gives me much pleasure to submit my annual report on the operations of the Lake Lester hatchery, under my charge, as per your instructions, for the past year.

The collection of eggs from the speckled trout amounted to 150,000, 50,000 of which were sent to the Ottawa hatchery, the balance retained on the hatching trays here.

The following fingerlings, yearlings and fry were distributed to the various waters:—

Speckled Trout—Fingerlings.

October and November, 1907—	
Sunny Mead pond	5,000
Lake Torture	15,000
Trout lake	5,000
	25,000

Atlantic Salmon—Fingerlings.

October and November, 1907—	
Lake Lester	10,000
Lake Memphremagog	15,000
	25,000

Grey Trout—Fingerlings.

October and November, 1907—	
Lake Memphremagog	105,000
Lake Massawippi	105,000
	210,000

Salmon Trout—Fingerlings.

October and November, 1907—	
Lake Memphremagog	16,000
Lake Massawippi	16,000
Lake Lester	10,000
	42,000

RECAPITULATION.

Speckled trout—Fingerlings		25,000
Atlantic salmon—Fingerlings		25,000
Grey trout—Fingerlings		210,000
Salmon trout—Fingerlings		42,000
		302,000
Grey trout—Yearlings	5,000	
Salmon trout—Yearlings	5,000	
		10,000
Total		312,000

The distribution was successfully done and fish deposited in good condition.

I have the honour to be, sir,

Your obedient servant,

W. G. BELKNAP,

Officer-in-Charge.

17. TADOUSSAC HATCHERY, P.Q.

TADOUSSAC, April 4, 1908.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my twenty-third annual report on the salmon breeding operations at Tadoussac. Of the 570 parent salmon spawned last season 325 were females, from which we collected 3,360,000 eggs. No eggs were sent to Roberval last fall, the hatchery of Mr. H. J. Beemer being closed.

I have the honour to be, sir,
Your obedient servant,
L. N. CATELLIER.

ST. ALEXIS HATCHERY.

Eggs Collected, Season 1907.

Lac à la Loutre	15,000
Lake Violon	10,000
Lake Simpson	25,000
Dickerman stream	275,000
Lake Shawinigan	300,000
Received—	
Salmon eggs	95,000
Ouananiche eggs	55,000
Whitefish eggs	135,000
Total	910,000
Fry distributed	717,000
Fry shipped to department	100,000
Bad eggs	93,000
Total	910,000

18. GASPE SALMON HATCHERY, P.Q.

Gaspé, P.Q., April 15, 1908.

Professor E. E. Prince,
Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I have the honour to submit my annual report upon the operations of the Gaspé salmon hatchery during the past season.

On October 27 last I went to St. John, N.B., for the quota of eggs, receiving (9) nine cases. On my return home I received (2) two more cases from the Miramichi retaining pond, making (11) eleven cases in all, and reached home on Sunday night, November 3. The next day the eggs were placed in the incubation troughs in excellent condition, with very few dead ones, which were at once picked out.

The ova from Miramichi did not seem to do as well for the first two months as the St. John lot, a few more dying, but after January set in they were all right and did as well as the others.

Again this year the fry hatched out very late, especially the Miramichi lot, which were only turned off the trays on May 28, but the weather turning warm they developed very rapidly, and I began distributing them in the rivers on the first day of July, and, owing to the continued fine weather and good state of the water in the rivers, I am making excellent progress with the work, and hope to get through by the 22nd instant. I will have at least (1,600,000) one million six hundred thousand for planting this year.

The hatchery requires painting very badly on the outside, as well as some repairs to the shingles on the corners of the roof, which cannot be let go for another year, as it is rotting the building. The ceiling on the inside behind the large water trough is also badly bulged and will have to be repaired before the cold weather comes on.

As I stated in my report last season, there is a number of dead trees in the pond that will have to be removed, as some have fallen, and the rest will soon be down, and are making a lot of dirt that will stop the strainers. The water never got low enough last year to have them removed. But I will have it done after finishing the distribution this year, as the water is getting quite low already.

The troughs, trays, cans, &c., will be cleaned and varnished for next season's operations as soon as possible after we finish planting the fry.

In my opinion the government would do well to pay a good bounty for king fishers, sheldrakes and cormorants, as all three are very destructive to the young salmon coming out of the rivers, especially the cormorants. I have known as many as thirty young salmon to be taken out of two cormorants, 17 from one and 30 from another. There are thousands of those cormorants in the mouths of our rivers every day, and the destruction they are making is a serious loss to the salmon fishing in general.

The lumber companies are also spoiling our rivers very much by baring the channels and filling them up with logs and dirt, so much that it is impossible for the salmon to pass up, especially the York river, which, if some change is not made soon, will be completely destroyed as a salmon river.

I have the honour to be, sir,
Your obedient servant,
R. LINDSAY,
Officer-in-Charge.

19. RESTIGOUCHE HATCHERY.

FLATLANDS, NEAR CAMPBELLTON, N.B., April 15, 1908.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have very much pleasure in submitting to you my annual report upon the operations of the Restigouche hatchery during the season of 1907-8.

Two hundred and forty-five stock fish were captured in the government and the two licensed nets, engaged for the purpose last year. One of the licensed nets hired by the department was not set. It obstructs the passage of the fish to the government net, and when not set admits of many fish being taken for the hatchery, which otherwise would go into the market.

The rivers last year were kept continually in flood by the unprecedented rainfall, making it very difficult to operate the government net, or distribute fry by towing up the rivers. Very few fish ascended the river in June, and owing to such high water the fish could not be caught by either netters or anglers, consequently the catch at government stand was somewhat reduced. The fish in the retaining pond kept healthy and none were lost.

The operation of gathering the eggs began on October 18, and completed on November 10, some 1,250,000 eggs were collected and safely deposited in the nursery troughs. The loss during period of incubation did not exceed 6 per cent.

Miniature Retaining Ponds.

Wherever possible, these ponds or tanks ought to be adopted near the heads of rivers, and the eggs conveyed there in the spring months, just a few days in advance of the tiny fish bursting the shell, and cared for in these tanks until the fry are about ready to take food, when they can be distributed in the most sheltered places up and down the river. It is by far the best possible system in connection with the work of fish culture, and the most economical, and certainly the fry will be deposited in a healthy and proper condition, which is the keynote, so to speak, in the whole work of fish culture. I have recommended the adoption of such a system in my reports many years ago.

Some minor repairs to the hatchery and buildings at Tide Head pond will be necessary. The men engaged to guard the pond will perform any of the work it is possible to do.

All trays and plant will be revarnished and the necessary preparations made for the reception of the large supply of ova which will be available this fall.

I am, sir,

Your obedient servant,

ALEXANDER MOWAT,

Fishery Officer, Officer-in-Charge of the Hatchery.

For distribution see Fisheries Report for 1907.

20. ST. JOHN RIVER HATCHERY, N.B.

GRAND FALLS, N.B., April 3, 1908.

Professor E. E. PRINCE
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit the following report on the operations carried on at the St. John River hatchery during the past season.

On October 30, 1907, I went to St. John for my quota of salmon eggs, returning on November 4, with the first shipment. I went again to St. John on November 7 and returned on November 8 with balance of eggs. These were all put down in the troughs in excellent condition. There was very little loss either during incubation or after hatching. In fact, I have never seen young fry as strong at the age of three weeks. We had no loss whatever in the shipping, and 1,800,000 salmon eggs were laid down in the hatchery troughs. Mr. Finlayson, Dominion Inspector of Fisheries, took from here four cases, containing about 250,000. He also brought one case of salmon trout eggs.

Table of distribution will appear in my next report.

I am, sir,

Your obedient servant,

F. J. McCLUSKEY,
Fishery Officer.

21. MIRAMICHI HATCHERY, N.B.

SOUTH ESK, N.B., April 6, 1908.

Professor E. E. PRINCE
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit the following report on the operations at this hatchery since September 1, 1907.

The new hatchery which was in course of erection at the time my last annual report was forwarded, was completed in time to receive the supply of ova during the first week in November. The building, which is 75 feet long by 30 feet wide, with a spacious portico in front, presents a very pleasing appearance. It is well lighted with 30 large windows, fitted with the latest improvements. Ventilation is also well provided for. The interior walls and ceiling are plastered, and the plaster near the floors is protected by being covered with matched sheathing, four feet in height, which is finished in oil. The supply tank, hatching troughs and waste tanks are built of the best timber that could be procured, and being well put up are thoroughly water-tight. There are 50 hatching troughs in all, 40 of which are 18 feet long and the remaining 10 are 12 feet long. This number of troughs can contain over 500 ordinary hatching trays, or, in other words, there is sufficient space for safely carrying and hatching from two to two and one-half millions of ova. The water supply is obtained from the

pond which operated the old hatchery, and is conveyed to the supply tank through an 8-inch iron pipe. The exterior walls and roof are shingled with best quality shingles, and the walls painted with three coats white paint, with green trimmings.

The cottage which was erected for the officer in charge, and which was completed during the first week in January, is situated near the hatchery. Although this building is small, the interior is conveniently arranged and well finished, having a basement 23 feet square, and is heated throughout by hot air furnace. The exterior is shingled and the walls and roof painted to correspond with the hatchery building. This season it will be necessary to do some grading on the grounds fronting the buildings and to remove considerable refuse and old lumber that accumulated during the building operations. Some of the tanks, troughs and fittings will also require painting. This work could not be done last fall, as the cold weather and snow came on before it could be completed. When this work is performed the hatchery and surroundings will make a very creditable appearance, and will be one of the most modern establishments of the kind in the maritime provinces.

During the latter part of August, the retaining pond at the hatchery was put in readiness to receive the supply of parent fish. The dam which was badly damaged by the spring freshets was repaired, and several other small improvements made. Arrangements were then made with fishermen near the hatchery to operate four nets to supply this pond. These nets were put in operation on September 15, and in 12 days 845 salmon were obtained therefrom and placed in the retaining pond. While this work was being carried out, instructions were received to procure about 700 additional fish with which to supply other hatcheries. As the pond here then contained as many fish as was thought could be safely carried, and as there was no chance to enlarge it while the fish were enclosed, it was decided to erect another temporary pond at Tide Head, 12 miles distant from the hatchery, and to procure the required number of fish by seining in the same manner and under the same arrangements as obtained before the purchase of parent fish was inaugurated at this hatchery. Owing to continuous rains, the water in the upper parts of the rivers became very high shortly after the seining operations commenced, and only 350 fish were obtained in this manner, consequently the licensed stands were again put in operation and in a few days 280 more fish were taken by them and conveyed to Tide Head, making a total of 630 fish placed in this pond. As the number of fish then in both ponds amounted to 1,475, and as instructions had been received that this number would supply all requirements, the fishermen were directed to remove their nets, which they did on October 11. Twenty-five of the fish that had been slightly injured in the nets were liberated before spawning time. The collection of ova commenced on October 25. On October 28, Mr. Burgess, of Windsor, arrived here, and on the 31st he returned with one million ova, which were delivered to him at the railway station at Newcastle. Three days later 260,000 were delivered to Mr. Robt. Lindsay, at Newcastle, for the Gaspé hatchery. And on the same day Mr. A. W. Holroyd arrived for the supply for Charlottetown hatchery. This lot, consisting of about 900,000, was delivered to Mr. Holroyd at Newcastle on November 6. As there was then no further orders for other hatcheries, the work of putting the supply in this hatchery was commenced, and was continued very successfully until the evening of November 9, when a heavy freshet came on. The water raised fully 10 feet, and it was impossible to continue the work at the ponds. The water remained high during the 10th and 11th, and on the 12th it was decided to seine as many fish from the ponds as possible and place them in pontoons. This was extremely difficult, and as it was raining continuously, the water rose to a point over two feet higher than the structures enclosing the fish, thus allowing about 120 to escape from the pond at Tide Head and 225 from the pond at the hatchery, making a loss of 345 at both places. The fish that had been placed in the pontoons were then stripped as quickly as possible, under very trying conditions, as the weather had turned cold and the rivers began to freeze over. The

work was completed on November 17, over two millions of ova being placed in this hatchery. The number of fish stripped was 720 females and 385 males, making a total of 1,105. The total number of ova collected during the season amounted to 4,200,000, divided as follows:—

Windsor hatchery, Nova Scotia	1,000,000
Gaspé hatchery, Quebec	260,000
Charlottetown hatchery, Prince Edward Island	900,000
Miramichi hatchery, New Brunswick	2,040,000
Total	4,200,000

It had been arranged to supply the Restigouche hatchery with about 1,000,000 ova, but owing to the loss of parent fish caused by the flood, as already stated, it was found impossible to do so.

The ova were placed in this hatchery in good condition and continued to do well without any more than ordinary loss until the last week of January. Then large numbers began to die in some of the troughs and had to be removed from the trays. This work was seriously interfered with during the first week of February, as owing to almost continuous rains and freshets, large quantities of sediment was carried into the troughs and the water was so muddy, it was impossible to pick out the bad ova. The hatchery and ova was inspected by Mr. Finlayson on February 10. He selected 200,000 healthy ova, and transferred them to Ottawa, where part of them were to be repacked for shipment to New Zealand. He was accompanied by an officer who was in charge of this shipment, on the long journey across the Pacific. After Mr. Finlayson's visit the ova was thoroughly washed and cleaned. The total number picked out up to March 1 being 470,000. From that date until hatching time no serious loss was met with, about 45,000 being removed in that time.

With regard to the procuring and retaining the supply of parent salmon, the experience gained last year proves that it will be much better to have only one pond sufficiently large to contain 1,500 fish, situated as near the hatchery as possible, instead of operating two small ones 12 miles apart, as last year. A pond can be easily arranged a short distance from the site hitherto used, which is becoming filled up with sand and refuse, by selecting a portion of the cove into which the stream that runs by the hatchery empties. The bottom is clean and gravelly and the fish will be benefited by the tides which enter here every day, raising from 4 to 8 feet. Another advantage will be that there will be no danger of loss by freshets. An enclosure can be made in the same manner as at the old ponds around as large a space as thought necessary to contain 1,200 to 1,600 fish. No further expense will be incurred in doing this than the cost of material for fencing and the labour putting it into position. The fish can be obtained from stands within one-quarter to one mile from this pond and can be placed therein at every tide.

The distribution will appear in my next report.

I am, sir,

Your obedient servant,

ISAAC SHEASGREEN.

22. BEDFORD SALMON HATCHERY.

Bedford, *N.S.*, April 29, 1908.

Professor E. E. Prince,
Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I beg to submit the following report of operations at the Bedford hatchery for the past season, distribution appearing in my next report.

In November last, I obtained at the St. John retaining pond 300,000 salmon eggs. The speckled trout eggs were secured from the following places:—

Bulmer's pond, Sackville, N.B.	50,000
Williams' lake, Halifax county, N.S.	10,000
Phinney's pond, Annapolis county, N.S	3,000

An effort was made last season to secure trout eggs from some of the larger lakes where the fish are large and plentiful, but owing to the heavy freshets during October and November none could be captured. Another effort will be made this fall, which I trust will be more successful.

I have the honour to be, sir,
Your obedient servant,
ALFRED OGDEN.

23. WINDSOR HATCHERY, N.S.

Windsor, N.S., April 2, 1908.

Professor E. E. Prince,
Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I beg to submit herewith my third annual report.

In October, 1907, I went to new retaining pond on Miramichi river, and there obtained 1,000,000 salmon ova.

The same were laid down in good condition in the hatching troughs.

The ova were all hatched early, and the distribution will appear in my next report. next report.

I have the honour to be, sir,
Your obedient servant,
FRANK BURGESS.

24. MARGAREE HATCHERY, N.S.

N. E. Margaree, N.S., April 20, 1908.

Professor E. E. Prince,
Dominion Commissioner of Fisheries,
Ottawa.

Sir,—In response to a recent departmental circular, I beg leave, most respectfully, to submit my annual report of the fish cultural operations conducted in Margaree hatchery for the season of 1907-8.

During the summer of 1907, the terra-cotta pipe that conducted water to the troughs, never having given satisfactory service, referred to in detail in previous reports, was removed and replaced by iron pipe, 6 inches diameter. The work was conducted under the able management and counsel of Alex. Finlayson, Esq., Inspector of Dominion Hatcheries. It will be necessary, however, to have several hundred feet more of similar pipe placed in position, as not having sufficient to obtain a suitable head of water, two dams had to be erected; and, as violent freshets are of frequent occurrence, these dams are often giving away. Last season they had to be repaired several times. By having additional pipe, they can be dispensed with altogether, and this yearly expenditure for repairs saved. I trust by another year this work will be accomplished.

Early in November, 1907, I received 1,690,000 salmon ova from the government retaining pond at St. John, N.B. They arrived at the hatchery in first-class condition and were at once placed in the troughs.

In the routine work, past seasons, one of the questions that troubled us most was the handling of sediment successfully. Owing to a system of filters that I devised I have to report with pleasure, that during the past season there was no occasion whatever to wash or sprinkle the ova at any time. All through the season they remained as bright as when first placed in the troughs.

Notwithstanding careful daily picking, at one time the ova was threatened with an epidemic of fungus, but by the timely and judicious use of *Potassii Permanganas,* somewhat on the lines laid down and recommended by yourself in one of your reports on fish culture, within a few days all appearance of it entirely disappeared.

From November to May, the daily average temperature of the water in the supply tank was 39° F. The period of incubation was therefore very much shorter than usual. Hatching commenced about February 20, and was completed about March 25. The resultant fry were very vigorous and healthy, and without doubt were the best lot ever hatched here, both in the activity of the alevins and in the small percentage of loss.

I have the honour to be, sir,
Your obedient servant,
ALEX. GEO. CARMICHAEL.

25. KELLY'S POND HATCHERY, P.E.I.

WINDSOR STATION,

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit my report of the operations at Kelly's Pond hatchery for the season of 1907-8.

I am pleased to say we had the most successful season in the history of the hatchery. On November 6, I secured 950,000 salmon eggs from Miramichi retaining pond, and put them in the hatchery in fine condition. On December 25, Mr. Rodd, of the Department of Marine and Fisheries, brought me 50,000 trout eggs, which were also put down in fine condition. The salmon began to hatch on February 20, and the trout on February 1. I am pleased to say we lost very few salmon eggs during the hatching season, and of the 50,000 trout, I may say we did not lose 50.

I am, sir,

Your obedient servant,

A. W. HOLROYD.

26. ST. JOHN SALMON POND, N.B.

ST. JOHN, N.B., March 23, 1908.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—In compliance with the request of the department, I herewith present a report of the season's operations at the Little River Salmon Pond.

On April 17, I received instructions to get the pond ready to receive fish, owing to some necessary alterations being made, we hastened the work and were ready, and did receive 23 fish by July 5, and continued taking them until August 22, by which time we had received some 1,250 adults and 50 grilse. During the taking of fish we lost some by death, but a much smaller percentage than last year, and I have every reason to believe that the loss next season will be practically 'nil.' During the summer we lost a few more, but only what might be expected, from the impounding of so many. Some died from fungus and some by accident. Taken as a whole, the fish were a fine lot, averaging about 13½ pounds each. We also received about 35 that were exceptionally large, weighing from 20 to 35 pounds each. It is interesting to note that these large fish are more plentiful now than they were ten years ago, whether this can be attributed to the careful liberating of the fish from the pond, about 1,000 each year, or not, is a question, but I rather incline to that belief, as when matured fish are liberated that weigh from 12 to 15 pounds, it is reasonable to believe that when they return two years later, as they do, that consequently they must be larger.

We commenced stripping on October 26, the fish being quite ripe, in fact, it was so much earlier than last year that we were afraid that some of them would lose their

eggs in the pond; however, we got through all right, only finding three spent fish among the lot. On this date we stripped 60 fish, 40 females and 20 males, getting from same about 350,000 eggs. The same staff being employed as we have had, with one or two exceptions, for the last five years, in fact, the more important work has been done by the same hands since I have had charge of the pond.

Altogether we stripped 760 females, for which we had plenty of milt, and 30 males to spare. We also had 23 bright fish, samples of which were sent to Ottawa. We finished stripping on November 6, and disposed of the eggs as follows:—

Officer McCluskey, Grand Falls, N.B., about	1,800,000
Officer Lindsay, Gaspé, Que., about	1,500,000
Officer Ogden, Bedford, N.S., about	600,000
Officer Carmichael, Margaree, C.B., about	1,700,000
Total	5,600,000
Average yield per female	7,700

The different officers appeared well pleased with our methods and were well satisfied that their eggs left here in good condition.

Respectfully submitted,

I am, sir,

Your obedient servant,

JAMES BELYEA,

Officer-in-Charge, Little River Pond, St. John, N.B.

APPENDIX No. 14.

REPORT OF THE FISHERIES PROTECTION SERVICE OF CANADA.

(By Commander O. G. V. Spain.)

OTTAWA, April 15, 1908.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to report on the work of the cruiser fleet looking after the protection of the fisheries of the Atlantic, Great lakes and the Pacific coast.

I also append reports from the officers commanding the various vessels; the list of United States vessels calling at Canadian ports, and also a list of *modus vivendi* licenses issued to United States fishing vessels during the fiscal year 1907-8.

Nearly all these United States vessels were boarded and reported upon by the captains of Canadian cruisers.

The vessels comprising the fleet and their commanding officers were as follows:—

Canada, Captain Knowlton.
Vigilant, Captain Dunn.
Curlew, Captain Robinson.
Osprey, Captain Graham.
Constance, Captain May.
Princess, Commander Wakeham.
Petrel, Captain Kent.
Kestrel, Captain Newcomb.
Falcon, Inspector Williams.

The patrol of these vessels during the last season were as follows:—

The *Canada* on the Nova Scotia and Cape Breton coast. The *Vigilant* on Lake Erie. The *Curlew* in the Bay of Fundy. The *Osprey* on the southeast coast of Nova Scotia. The *Constance* in the river and gulf of St. Lawrence, and the Nova Scotia coast. This vessel is controlled by the Customs Department in everything regarding her movements.

The *Princess* works independently of the rest of the fleet, under the command of the officer in charge of the Gulf Division of Fisheries. She patrols the Labrador coast, Bay des Chaleurs and the Magdalen islands.

The *Petrel,* in Prince Edward Island waters, with headquarters at Souris or Georgetown.

The *Kestrel* is employed in British Columbia waters. The work that this vessel has to perform is over a very large territory. It is impossible for her to carry it out satisfactorily, and it is proposed to build a faster and more modern vessel to assist in patrolling these waters.

The *Falcon* is a small vessel employed in British Columbia, principally in looking after the inshore fisheries, under Inspector Williams.

In addition to the above, there are three steam launches, which are principally used in looking after the carrying out of our laws by our own fishermen, more especially in regard to the protection of the lobster fisheries.

The work performed by the various ships under my command have been satisfactory, and my thanks are due to the officers and men of the service.

I have the honour to be, sir,

Your obedient servant,

O. G. V. SPAIN,

Commander, Marine Service of Canada.

SESSIONAL PAPER No. 22

LIST of Licenses issued to United States Vessels during the fiscal year ended March 31, 1908.

Name of Vessel.	Port.	Amount Paid.	Name of Vessel.	Port.	Amount Paid.
		$ cts.			$ cts.
Quickstep	Boston	112 50	Thomas S. Gorton	Gloucester	138 00
Blanch	Gloucester	117 00	T. M. Nicholson	Bucksport	135 00
Judique	"	133 50	Alena L. Young	Rockport	37 50
Alice R. Lawson	"	127 50	Dictator	Gloucester	138 00
Lizzie Maud	Vinel Haven	72 00	Susan and Mary	Boston	124 50
Margie Turner	Booth Bay	66 00	Ralph L. Hall	Gloucester	135 00
Rena A. Percy	Cranberry Island	69 00	Priscilla Smith	"	133 50
Essex	Gloucester	126 00	Aloha	"	151 50
Fattler	"	202 50	Acton	"	25 50
Ralph Russell	"	72 00	John L. Nicholson	"	138 00
Maxime Elliott	"	112 50	Tacoma	"	106 50
Hattie A. Heckman	"	108 00	Mildred V. Nunan	Cape Porpise	64 50
Georgiana	Boston	130 50	Senator	Gloucester	111 00
Theodore Roosevelt	Gloucester	135 00	Mary Edith	Boston	76 50
Squanto	"	142 50	Parthia	Gloucester	115 50
Agnes	"	112 50	Joseph H. Cromwell	Boston	73 50
Margaret	"	118 50	Morning Star	"	127 50
Valkyria	"	160 50	Paragon	Lockport	120 00
George Parker	"	150 00	Kineo	Gloucester	124 50
Ohato	Boston	157 50	Jennie B. Hodgson	4	127 50
Catherine Burke	"	138 00	Grace Darling	Beverly	70 50
Metamora	"	121 50	Oliver F. Kilham	Salem	64 50
Perceptor	Gloucester	133 50	Slack Gordon	Gloucester	132 00
Dora A. Lawson	à	139 50	Niagra	"	117 00
Mystery	Plymouth	117 00	Minitor	"	150 00
Lucinda I. Londe	Gloucester	117 00	Teazer	"	93 00
Flirt	"	123 00	Arkona	"	145 50
Cavalier	"	144 00	J. J. Flaherty	"	186 00
Conqueror	"	156 00	Aritheesa	"	160 50
Miranda	"	114 00	Smuggler	"	136 50
Annie M. Parker	"	150 00	H. A. Nickerson	"	124 50
Vera	"	115 50	Bohemia	"	129 00
Niagara	"	117 00	Hazel H. Hines	à	118 50
Illinois	"	117 00	Wm. E. Morrissey	"	139 50
Ella M. Goodwin	"	129 00	Athlete	"	144 00
Hiram Lowell	Bucksport	142 50	Georgie Campbell	"	117 00
Waldo L. Stream	Gloucester	121 50	Maggie and May	"	132 00
Claudia	"	118 50	Senator Gardner	"	141 00
Raymah	Boston	142 50	Orinoco	"	132 00
Monitor	Gloucester	150 00	Mabel D. Hines	"	138 00
Orinoco	"	132 00	Annie M. Parker	"	150 00
Mildred Robinson	Boston	129 00	Blanche	"	117 00
Harvard	Gloucester	114 00	Effie M. Morrissey	"	124 50
			Total		10,569 50

FISHERIES PROTECTION SERVICE.

List of United States Fishing Vessels which have entered Canadian Ports for the Year ending October 31, 1907, showing Net Tonnage, Crew and number of times each Vessel entered the Several Ports.

Number.	Name of Vessel.	Tonnage.	Number of Men.	Arichat.	Barrington.	Canso.	Georgetown, P.E.I.	Halifax.	Liscomb.	Liverpool.	Lockeport.	Louisburg.	Lunenburg.	North Sydney.	Port Hawkesbury.	Port Hood.	Port Mulgrave.	Shelburne.	Souris, P.E.I.	Whitehead.	Yarmouth.	Total Entries.
1	A. E. Whyland	96	19	1	....	1	1	1	..	....	....	....	....	3	2	....	....	....	....	....	3	12
2	A. L. Sanborn	17	8	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1
3	A. M. Nicholson	107	19	....	....	....	....	....	....	....	....	....	....	2	....	....	....	1	....	....	....	3
4	Actor	17	6	2	....	....	....	1	....	....	....	....	....	....	1	....	....	....	....	....	....	4
5	Admiral Dewey	78	18	1	....	....	....	2	....	....	....	....	....	....	....	....	1	....	....	....	....	4
6	Agnes	75	18	....	....	2	....	....	....	2	....	....	....	....	1	....	....	1	....	....	....	6
7	Agnes F. Gleason	78	17	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	2
8	Alena L. Young	25	6	....	....	....	....	1	....	....	....	....	....	....	....	....	1	....	2	....	....	4
9	Alert	84	18	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	1	....	....	2
10	Alice R. Lawson	85	18	....	....	2	1	....	....	2	1	3	....	2	1	....	....	....	....	....	2	14
11	Aloha	101	25	....	....	1	..	....	....	....	....	1	....	3	....	....	....	2	....	....	....	7
12	American	99	15	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	1
13	Annie Greenlaw	69	17	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	2	....	3
14	Annie M. Parker	100	22	....	....	....	....	....	....	1	1	....	....	2	....	....	....	3	....	....	....	7
15	Arabia	86	18	....	....	....	....	4	....	....	....	....	....	....	....	....	....	....	....	....	....	4
16	Arbutus	86	20	....	....	....	....	....	....	1	....	....	....	....	....	....	1	1	....	....	....	3
17	Arcadia	90	18	....	....	3	1	..	....	....	1	3	....	1	1	....	....	1	....	2	2	15
18	Arkona	97	22	....	....	3	....	....	1	6	....	3	....	6	1	1	....	....	....	1	....	22
19	Arthur D. Story	75	15	....	....	1	....	....	....	....	....	....	....	....	....	....	....	3	....	1	1	6
20	Arthur James	97	18	....	....	2	....	3	....	....	....	....	....	....	....	....	....	....	....	....	....	5
21	Athlete	96	18	....	....	3	....	....	....	....	....	....	....	1	2	1	....	....	....	....	3	10
22	Atlanta	77	18	3	....	....	1	....	....	....	1	....	....	....	....	....	....	....	2	....	1	8
23	Avalon	85	18	....	....	1	....	3	....	....	....	....	....	....	....	....	....	....	....	2	....	6
24	Blanche	78	18	2	....	1	....	1	....	1	....	....	1	3	1	....	....	1	....	....	....	11
25	Bohemia	88	18	....	....	3	....	....	....	1	....	....	....	3	1	....	....	....	....	....	3	11
26	Catherine Burke	92	22	....	....	1	1	....	....	3	....	....	....	....	2	1	....	....	....	....	....	8
27	Cavalier	96	20	4	....	....	....	....	....	....	....	....	....	....	2	....	1	....	....	....	1	8
28	Cecil H. Low	75	14	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3	....	....	....	3
29	Centennial	86	18	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	....	2
30	Clara G. Silva	50	16	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	1
31	Claudia	79	18	....	....	....	....	....	....	....	....	....	....	1	1	....	....	....	....	....	....	2

| | | |

List of United States Fishing Vessels which have entered Canadian Ports for the year ending October 31, 1907—*Continued.*

Number.	Name of Vessel.	Tonnage.	Number of Men.	Arichat.	Barrington.	Canso.	Georgetown, P.E.I.	Halifax.	Liscomb.	Liverpool.	Lockeport.	Louisburg.	Lunenburg.	North Sydney.	Port Hawkesbury.	Port Hood.	Port Mulgrave.	Shelburne.	Souris, P.E.I.	Whitehead.	Yarmouth.	Total Entries.
82	Independence II	109	19	....	....	1	....	3	....	1	....	....	....	2	....	....	....	....	....	....	....	-
83	Ingomar	103	18	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	-
84	Illinois	78	18	....	....	....	....	....	....	3	....	1	....	....	2	1	....	....	....	....	....	7
85	Iolanthe	19	7	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	2
86	James & Esther	47	19	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	21
87	James R. Clarke	43	14	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	21	21
88	James R. Crane	52	18	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	6	6
89	James W. Parker	96	23	....	....	....	....	....	....	1	....	....	....	....	....	....	....	2	....	....	....	3
90	Jennie D. Hodgdon	85	18	1	....	....	....	....	....	....	1	1	....	1	1	1	....	....	....	....	1	7
91	John J. Flaherty	124	28	....	....	3	....	1	....	....	....	3	....	2	2	....	....	....	....	....	2	13
92	John L. Nickerson	92	18	1	....	1	....	....	....	1	....	....	....	....	....	....	....	1	....	....	2	6
93	Joseph H. Cromwell	49	16	....	....	....	....	....	....	1	....	....	....	....	....	....	....	2	....	....	....	3
94	Joseph W. Luffkin	80	18	....	....	....	....	....	....	2	....	....	....	....	....	....	....	2	....	....	....	4
95	Jubilee	61	19	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	2	3
96	Judique	89	18	2	....	2	....	....	1	....	....	....	....	3	1	....	....	....	....	....	....	7
97	Juniata	49	15	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	1
98	Juno	85	21	....	....	2	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	3
99	Kineo	83	18	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	....	....	2
100	Lena and Maud	75	18	....	....	....	....	2	....	1	....	1	....	2	2	1	....	....	2	....	....	11
101	Lillian	95	22	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	1	2
102	Lizzie Maud	48	18	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	7	7
103	Lizzie M. Stanley	92	18	....	....	....	....	....	....	1	....	....	....	....	....	....	....	1	....	....	....	2
104	Lottie G. Merchant	79	19	....	....	....	....	....	....	....	....	1	....	1	....	....	....	....	....	....	....	2
105	Louisa Polleys	69	16	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1
106	Lucania	104	23	....	....	....	....	1	1	1	....	....	....	....	....	....	....	....	....	....	....	2
107	Lucinda J. Lowell	77	10	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1
108	M. B. Stetson	94	18	....	....	....	....	....	....	....	....	1	....	....	1	....	....	....	....	....	....	2
109	Mabel D. Hines	92	18	....	....	2	1	....	....	....	1	....	....	1	1	....	....	1	....	....	1	7
110	Madonna	79	17	....	....	....	....	1	....	2	....	....	....	4	....	....	....	1	....	3	....	11
111	Maggie and May	88	18	1	....	....	1	1	....	....	....	3	....	4	....	....	....	....	....	....	1	11
112	Manhassett	79	21	....	....	1	....	....	....	3	....	....	....	....	....	....	....	2	....	....	....	6
113	Margaret	79	18	1	....	3	....	....	....	....	....	....	....	2	1	....	....	2	....	....	....	9
114	Margaret Haskins	72	18	....	....	....	....	3	....	....	....	....	....	....	....	....	....	....	....	....	....	3
115	Marion E. Turner	45	14	..	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	4	5
116	Marshall L. Adams	125	18	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	1

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List of United States Fishing Vessels which have entered Canadian Ports for the year ending October 31, 1907—*Concluded.*

Number.	Name of Vessel.	Tonnage.	Number of Men.	Arichat.	Barrington.	Canso.	Georgetown, P.E.I.	Halifax.	Liscomb.	Liverpool.	Lockeport.	Louisburg.	Lunenburg.	North Sydney.	Port Hawkesbury.	Port Hood.	Port Mulgrave.	Shelburne.	Souris, P.E.I.	Whitehead.	Yarmouth.	Total Entries.
167	Saladin	88	18											1								1
168	Sceptra	91	20			3	1				1			1	1			1			2	11
169	Selma	87	22			1		2		1	1							1				6
170	Senator	74	18			1					1			3	3		1	1				10
171	Senator Gardner	94	19	1		2	1	2				1		2	1		1				1	12
172	Senator Salisbury	77	18					1														1
173	Sheffyld	61	16																		5	5
174	Shenandoah	60	17			1																1
175	Slade Gorton	88	23						3	1			2					2				8
176	Smuggler	91	18							1				2								3
177	Speculator	77	18			2				5								6				13
178	Squanto	95	18	2		1	1								1		1					6
179	Susan and May	83	22			1				3					1			2	1		2	10
180	T. A. Caromwell	89	22															1				1
181	T. M. Nicholson	99	20									1		1				2				4
182	Tacoma	71	19	2										2	2		1	1				8
183	Talisman	88	18											1								1
184	Tartor	88	22						1	1								2				4
185	Tasmania	94	19						1													1
186	Tattler	135	26								2	1		1				2				6
187	Teazer	62	18			1						1		1							1	11
188	Terra Nova	94	23			1		4										2				7
189	Thalia	78	18		1																	1
190	Theodore Roosevelt	90	18			3				1	1				1		1	1	2			10
191	Thomas S. Gorton	92	23	1						3	1							3				8
192	Titania	77	17			1			1			1		6				1				10
193	Valkyrie	107	22			3				2	2	2		1				1				11
194	Veda McKown	83	19							2				1				1				4
195	Vera	77	18			2				2				1	1			1				7
196	Victor	75	19											1								1
197	Viola	14	12																		31	31
198	Valant	96	17								1							4				5
199	W. E. Morrissey	93	19			3		1				1		4	2	1	2				3	17
200	W. H. Ryder	45	14			1																1
201	Waldo L. Stream	81	18												1			3				4

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DOMINION CRUISERS—CAPTAINS' REPORTS.

C. G. S. 'Canada,' Halifax, N.S., December 18, 1907.

To Commander O. G. V. Spain,
Officer Commanding Canadian Marine Service,
Ottawa, Ont.

Sir,—I have the honour to submit to you my annual report of the work done by this ship under my command during the season of 1907.

This ship wintered at pier I. H. M. dockyard, Halifax, N.S., where necessary repairs were made to deck and the engine.

This dockyard was taken over from the imperial authorities by Lieut.-Colonel Gourdeau, Deputy Minister of Marine and Fisheries and yourself, on January 1, 1907, and the Canadian blue ensign was hoisted by the crew of the *Canada* and saluted in due form.

I was appointed to the charge of the dockyard, and did gate, also patrol duties with the men of the *Canada* until we took up our usual work of patrol duty, which began on the 12th of May, when by your order we proceeded to Sable Island to inquire into wireless reports from Superintendent Boutillier, of Sable Island, that United States fishermen were fishing within the territorial waters of Canada. We arrived there the following day to find three United States and two Nova Scotia fishermen anchored in the bight of the island for shelter, we boarded those vessels and warned them not to fish within three miles of any part of that island, I also warned the Canadian fishermen not to use purse seines inside, as they could not be used there even by the Canadians, the use of the cod seine having been introduced there for catching pollock and cod. We got back to Halifax on the 14th. A few days later, we took up our regular duties along the southern shore of Nova Scotia awaiting the approach of the United States mackerel seiners, weather being very cold and backward. On the 21st May, the first of the mackerel fleet made their appearance on this coast. We cruised for two weeks off Sambro, going into Halifax and Prospect different times for shelter with the fleet until the 11th of June, while at the former port, I received a message to proceed to Magdalen Islands and see Collector Delaney with reference to United States Banker *Henry M. Stanley,* proceeding at once, I got there on the following day to find that this schooner had gone some days before. I took the papers which Collector Delaney detained from the *Stanley* and forwarded same to you, returning at once to my station, found fleet off Halifax, C. G. S. *Petrel* in company, and heard mackerel had struck the day before, and most of the seiners had barrels on deck which indicated they had taken fish.

On the following morning after our return while fish were schooling in every direction, the seiner *Fannie E. Prescott,* of Boston, had the misfortune to get within the 3-mile limit and was seized by this ship and taken into Halifax, and I notice by the press, was fined the sum of $200. This does not seem to be too heavy considering the offence. We remained with the fleet along the coast though somewhat scattered until by your order about 5th July, we arrived at North Sydney to relieve the C. G. S. *Montcalm* in reference to transferring mails at that place. We remained there until by your order we left Sydney on the 14th for Pictou, and proceeded on a cruise to different principal places in Prince Edward Island, then to Sydney, Baddeck and other ports in Nova Scotia, arriving at Halifax on the 24th. We then continued our cruise until we put the ship on marine railway on August 8, where ship was cleaned and painted, while work was being done in the engine department. We then coaled and work completed in the engine department, we proceeded on the 16th. While at Descousse, I was informed by Mr. Mooney, the chief engineer, that a breakdown had occurred in the furnace of the after boiler, also that the forward furnace was unre-

liable. I then informed you by wire, also by letter with the result that ship was ordered to Pictou and Georgetown, where four complete sets of fire grates were made and installed, after which we proceeded on our usual work. Attended the Canso regatta, where we spent a very pleasant day, everything going off nicely. September 4, we continued our fisheries protection work along southern shore of Nova Scotia mostly in connection with the protection of the lobster fisheries. I am pleased to report that this illegal fishing which in former years was carried to such an alarming extent is almost entirely stamped out for two reasons, one, the fishermen are becoming a law amongst themselves, while a few might be willing to carry on, they are afraid to do so, for fear that some of their former associates in these illegal transactions might be informing secretly, therefore illegal packing may be considered something of the past.

October 24, I received a departmental wireless message to proceed to North Sydney and meet Lieut.-Colonel Anderson, the chief engineer of the department; after arriving, coaled ship and sailed October 25 for Cape Race, Newfoundland, calling at St. Pierre, Cape Pine, Cape Race, Trepassey, and arrived back to North Sydney on the 29th, the Colonel then left for Ottawa. We then proceeded westward after waiting two days for orders, leaving the C.G.S. *Petrel* with a small fleet of United States seiners. We then worked west taking Lunenburg for headquarters cruising off this coast with two and sometimes three United States seiners until on the 15th after making a run to ascertain that the fleet had gone, I moored this ship in her old berth at pier 1, H.M. dockyard, where usual repairs are being done.

I beg to say that the United States fleet did fairly well mostly taking good fares, and as a whole, the fishermen on this coast have done well, particularly Bankers, better fares than last year with nearly as good prices.

I have the honour to be, sir,

Your obedient servant,

C. T. KNOWLTON,

Commanding Cruiser 'Canada.'

CANADIAN CRUISER 'PETREL,'

LIVERPOOL, N.S., December 7, 1907.

To Commander O. G. V. SPAIN,
Commanding Marine Service of Canada,
Ottawa.

SIR,—I have the honour to submit to you my annual report of service performed by the Canadian cruiser *Petrel,* also *Patrol Boat No. 1,* under my command, during the season just closed.

The *Petrel* was commissioned at Liverpool on May 6, and took up station from Cape Sable to Cape Sambro, with your instructions to follow the United States seining fleet on their arrival in our waters. We boarded the first American seiner on May 20, at Shelburne. From that date on they kept increasing in numbers, and by June 13 there were forty-two vessels on the coast.

The first hauls of mackerel were made off Sambro on June 13. Some of the vessels report taking as high as three hundred barrels that day. From the above date to the 16th more or less fish were taken off Sambro and Shutin island.

The fleet then moved east, following the school which showed up very well off Liscomb and White Head. Some fine catches were made off these harbours. Several vessels secured full fares before reaching as far east as Liscomb. These vessels would ice part of their catch and run it up to Boston fresh.

The fleet seemed to lose track of the fish after passing Canso, as has been the case the last three or four years. Seiners used to follow the school of mackerel around

Scatarie and on as far as Cape North, but in late years you will see hardly one of the vessels east of Louisburg.

The American seining vessels did well on our coast this spring; some of them report taking as high as six hundred barrels.

By June 30, the last of the seiners had left for home, and by your instructions we proceeded to Prince Edward Island and took up station off East Point, with headquarters at Souris. During the summer the railroad wharf at Souris was being repaired, and the harbour dredged out, which caused us to change our headquarters to Georgetown.

The catch of mackerel on the Prince Edward Island station was very poor this year. On August 24 the first seiner arrived.

From the above date until October 25, seven seiners were cruising in these waters with poor success.

By your instructions, we proceeded to North Sydney in the latter part of October and took up station off that port, meeting the American seiners that come down from Prince Edward Island, also one direct from home. These vessels remained cruising in Cape Breton waters until November 11, when they sailed home. They caught very few mackerel off Sydney, although they claim fish were seen by them, but the weather conditions were such that they had to abandon the voyage and return west.

During the season we made runs west to Shelburne, also east through the lakes to Sydney, in fact we were kept busy all the season.

Illegal lobster fishing gave us some trouble during the month of October, but with the assistance of *Patrol Boat No. 1*, we were able to locate the gear and confiscate it.

Patrol Boat No. 1 was, by your order, despatched to Dalhousie early in June, to assist Inspector Chapman in the protection of the salmon fishing. Whilst doing duty there, the boat was fired on from shore by some person with a rifle, the shots hitting the boat several times, two of the bullets going through the wheel-house, clearing the captain's head only by a few inches. The boat went back to Prince Edward Island, arriving there on August 15, when she took up patrolling the coast, carrying out the lobster law *re* close season. This little boat has done excellent service during the year.

The hake fishing off Souris was a great success this year. Large quantities were brought in fresh by the government fish drier, also by the Atlantic Fish Company. As many as fifty and sixty small vessels can be seen engaged in this fishery during the months of July, August and September and late in October, from two to five miles off. The cod fishing on the outer ground in the gulf was not a success this year on account of the rough weather.

By your instructions, we left Sydney on November 11, and proceeded west, calling at different places, arriving at Liverpool on the 16th, placing ship in winter quarters on 21st and paying off on 22nd.

I have the honour to be, sir,
Your obedient servant,
W. H. KENT,
Captain.

DOMINION CRUISER 'OSPREY,'
SHELBURNE, November 23, 1907.

To Commander O. G. V. SPAIN,
Commanding Fisheries Protection Service of Canada,
Ottawa.

SIR,—I again have the honour to submit to you an annual report on the work done by the cruiser *Osprey*, under my command, during the season just closed.

I left home on March 13, and arrived at Shelburne on the 18th, and superintended the necessary repairs, cleaning, painting, &c., until May 4, when I engaged what crew were available and commissioned ship May 9, having finished taking on board stores, bending sails, &c., unmoored ship and anchored in the stream.

Owing to the unsettled state of the weather at the time, we were detained in the vicinity of Shelburne until the morning of the 13th, when we proceeded to sea, and arrived at Halifax the same evening. We took on board ammunition and some other stores which were not available at Shelburne, and had the crew measured for uniforms.

15th.—Proceeded to sea again, and arrived on our station at Canso on the 16th, when we took up our customary duties, inspecting lobster factories, fish traps and attending to the various other duties in connection with the fisheries.

June 13, the first of the United States seiners made their appearance on this station; our attention was then transferred to them. Continued in company with the seiners, remaining between White Head and St. Esprit until June 25, when we saw the last of the fleet make sail for home.

July 5, acting under your instructions, we proceeded to Port Hawkesbury.

July 8, hauled on marine slip and had ship cleaned and painted; 12th, finished work on ship and anchored in the stream; 13th, proceeded back on our station and took up our usual duties.

August 1.—We went to Lunenburg, and communicated with Fishery Overseer Webber, at Chester.

August 6.—Mr. Webber joined the ship and we proceeded to St. Margaret's bay and inspected all the fish traps in that vicinity.

August 9.—Seized a fish trap at Hubbard's cove, set without a license. We took the trap on board the *Osprey* and landed it at Chester, in care of Overseer Webber.

13th.—Met a number of the fishermen in St. Margaret's bay and made arrangements with them in reference to trap licenses, &c. Several of them made application at once and others promised to take out licenses, and I found most of the fishermen quite willing to abide by the fishery regulations.

August 15.—Having got through with our work in that vicinity, we landed Overseer Webber at Chester, and proceeded back to our station at Canso, where we arrived the 17th, and resumed our usual duties for the remainder of the season.

November 8.—Received instructions from you to be in Shelburne the 15th to pay off crew and put ship in winter quarters, I proceeded west in company with the last of the United States seining fleet, and arrived at Shelburne the night of the 16th, calling at Halifax on our way.

19th.—Moored in winter quarters, stripped ship and landed all stores and gear in the warehouse.

23rd.—Paid off crew and put ship out of commission, and gave it in charge of Captain Hipsom for safekeeping.

In regard to the catch of fish for the season on this station, the catch of codfish by the shore boats will be below the average, owing principally to unsettled weather, but most of the Bankers made good fares.

Lobsters were about an average catch, except on the south shore of Cape Breton and St. Peter's bay, where they were practically a failure, owing to the late season and the loss of traps by the drift ice, which swept the whole shore.

Mackerel were scarce on the shore in spring, and consequently the shore boats realized small fares, but in the latter part of October some of the boats made good catches, but the weather was stormy at the time that the mackerel were passing and fishermen could not attend to their nets with advantage.

Herring will be about an average catch.

In conclusion, I am pleased to be able to say that the close season for lobsters has been well observed on this station, and the majority of the fishermen render us all the assistance they can to help to keep down the illegal business.

I have the honour to be, sir,

Your obedient servant,

JOHN GRAHAM,

C.G.S. 'Osprey.'

C.G.S. 'VIGILANT,'
WALKERVILLE, ONT., December 17, 1907.

To Commander O. G. V. SPAIN,
Commanding Marine Service of Canada,
Ottawa.

DEAR SIR,—I beg to forward herewith my annual report of the work performed by the *Vigilant* during the past season.

On account of the difficulty with my former first officer, the ship was not placed in commission until May 3. On that day a departure was made down the river with Mr. Nicholson on board, for the purpose of testing and regulating the new log. On the 4th, further testing was made with the log, and Mr. Nicholson left the ship.

May 18.—At Windsor, Captain Spain and a party of Americans came on board and were conveyed to Amherstburg to make arrangements with regard to *Patrol Boat* at Lime Kiln Crossing.

24th.—Dressed ship and at noon fired royal salute, 21 guns.

June 3.—By instructions, swept over the wreck of the tug *Castles* to ascertain if contractors had completed their contract, subject of special report.

June 25, arrived at Toronto to take on board the Waterways Commission.

27th, 12.20 a.m., arrived at Port Colborne, where the commissioners inspected the harbour works, and they left the next day.

July 1.—By instructions, lying in Port Dover for the purpose of aiding citizens to celebrate Dominion Day; at noon fired a salute of 15 guns. Ship was dressed for the occasion.

13th.—About thirty-five miles east of Pelee island, we seized 21 gill-nets containing a few fish.

16th.—A few miles east of former seizure, took up 37 nets.

27th.—Engaged sweeping over wreck of *Armenia,* at that time finding as little as 23 feet over the same.

August 1, at 3.45 p.m.—Departed down the river from Windsor with Captain Spain on board, to make further arrangements with regard to *Patrol Boat* at Lime Kiln Crossing.

5th.—By directions, we took sextant angles of Grubbe Reef gas buoy and found that it had been moved a little over three-quarters of a mile, and we telephoned these facts to the party in charge at Amherstburg.

6th.—By instructions, I proceeded to Collingwood in regard to the *McMaster* desertion.

14th.—South of Cut light, Long Point, and about two miles north of boundary, I seized twelve nets.

22nd.—Arrived in Toronto at Polson's dock, to have maxim guns mounted, and lay there till work was completed on August 30.

September 7.—South of Long Point, seized a quantity of nets, and the same evening sold them to R. Moore for $40.

26.—Being instructed to inquire into reported wreck of steamer *Rust,* which had been aground on Pelee point, found that she had been released and taken to Toledo dry dock.

October 11, 10.55 a.m.—Left Amherstburg for Pelee island with Judge McHugh and party, to hold court of revision, and returned the same evening.

14th.—We went again to the wreck of the *Armenia* to sweep more carefully over it, as the United States hydrographic engineer had reported as little as fifteen feet over the wreck; found that this sounding was a buoy attached to the wreck, and that not less than twenty-four feet was found, and this was reported.

29th.—Off Long Point, nearly two miles north of boundary, seized twenty-two nets, containing 550 pounds of fish. Sold fish and nets to W. G. Ainsley, Port Dover.

November 18.—By instructions, we went to the wreck of schooner *Houghton* and took angles to ascertain whether it lies on the Canadian side of the boundary line. Matter reported.

19th.—Seized an American gasolene launch, and two punts, afterwards took up a few nets, sent the men ashore on North Bass island, sold the nets to Mr. McCormick, of Pelee Island, for $8.

24th.—Stored the gasolene launch at Port Stanley, and gave one punt to Mr. Stanton, in place of his, destroyed in collision with the tug *Nettie B.*

December 7.—Proceeded up river to Walkerville to lay up ship.

REMARKS.

You will observe that considerably less seizures have been made this season, for the reason that the report made by Captain Schater, of the United States revenue cutter *Morrell* completely silenced the American fish companies, for the reason that the oft repeated complaint that I had seized their nets in American waters, was shown to be incorrect, and also the quick-firing guns that have been placed on the *Vigilant* have had a very good effect, as the poachers will not take the chances now as they formerly did, when we were only armed with rifles, and there will be less danger of loss of human life.

Fishing on the Canadian side of Lake Erie, upon the whole, has been better than for years past, and our fishermen are free to admit that this is largely due to the work of the *Vigilant.* The fishermen do not give me the aid that I think they ought. I have repeatedly requested them to do so, but instead of giving any information to me direct, they will write to the department, and by the time the information reaches me it is too late to be of any use, and I have also found on several occasions, that the report sent in to the department was not true, but was evidently done to obtain the services of the *Vigilant* unduly in their vicinity. Remarkable catches of fish were made towards the latter part of the season off Port Stanley, as much as forty-five tons being brought in in one day by seven small tugs.

I have the honour to be, sir,
Your obedient servant,
E. DUNN,
Commanding C.G.S. 'Vigilant.'

DOMINION CRUISER 'KESTREL,'
VANCOUVER, B.C., November 12, 1907.

Commander O. G. V. SPAIN,
Commanding Marine Service,
Ottawa.

SIR,—I have the honour to submit to you my report of the work done by the Canadian cruiser *Kestrel,* under my command, patrolling the waters of the coast of British Columbia, for the year 1907.

When joining this ship again on December 25th, I immediately made ready for sea, leaving Vancouver on the 27th, visiting Nanaimo and other coast points as far south as Victoria, where fishing was being carried on, leaving Victoria on the 30th, we arrived in Vancouver the same evening, when the engineer was instructed to blow down and wash out the main boiler and make necessary repairs. Acting under instructions, I again left Vancouver on January 8, 1907, for Victoria. At this time I received several complaints from our fishermen, stating that the United States fishermen were fishing and cleaning their fish within the limit; and that there had not been any cruiser watching them since October. I at once wired the department

and received insructions to proceed with my patrol duties. This I did, delivering the stores I had on board for the lighthouses while en route to the fishing grounds, arriving at Stephen island, Hecate straits, on January 19. On the 21st, we arrived at Port Simpson for our mail. Here I learned that the people at Green island lighthouse were in bad straits for want of food and oil, and if they did not receive help at once would be starving. I took on supplies from the Hudson's Bay stores immediately and started for their relief. We succeeded on the 24th, during a very heavy gale, with high sea running, in landing a few articles, which kept them from starving until the gale abated, when ample stores were sent them. Great credit is due to the life-boat's crew in making the landing successfully, as they found both of the lightkeepers disabled and could not receive any assistance whatever from them. We arrived at Simpson the same evening. Next morning we started on our regular patrol, cruising Hecate straits and boarding several fishermen. We continued cruising until February 1, on which date we arrived at Vancouver. After washing out boiler and attending to ship's business, we left again on the 12th, calling at Union for coal. Leaving here, we were cruising until the 21st, when we called at Port Simpson for our mail; we then continued cruising Hecate straits and visiting many uncharted harbours in Queen Charlotte islands. On March 1, we located an uncharted rock in Skincuttle inlet; stopped and took bearings of same. This rock was reported to you, and notices to mariners issued. We continued cruising until the 7th, on which date we reached Vancouver. After painting ship and making necessary repairs, we left again on the 19th and continued cruising. On the 25th we anchored in an uncharted bay in Goose island; a sketch of this bay with soundings was afterwards forwarded to you. Continuing, we cruised Hecate straits, visiting several outlying harbours. On the 28th we visited Rock Fish bay. At 0.17 p.m. of this date we sighted a steamer fishing well inshore at the mouth of Cumshewa inlet. I immediately gave chase, but as they saw us at the same time as we sighted them, she at once ran in and picked up her dories and escaped before we could reach her; thus another valuable prize of $75,000 was lost for the want of a fast cruiser. This steamer proved to be the *Manhattan,* owned by the New England Fish Company.

During the next two days the weather was very bad and we lay at anchor in Selwyn harbour. While cruising Selwyn inlet, we discovered an uncharted harbour half a mile long by two cables wide, sheltered from all winds and affording splendid anchorage; a sketch of this harbour was made and forwarded to you. On the 30th the *Manhattan* was again sighted within the three-mile limit, but was not fishing. After watching her for some time, she proceeded five miles off shore and commenced to fish. We continued cruising in these waters until April 5, when we proceeded to Port Simpson for our mail. Leaving here we continued cruising, calling at Port Essington on the 8th for fresh meat, and arriving at Vancouver on the 17th. During this time several fishermen were driven from our harbours and the three-mile limit. On arrival at Vancouver, I received instructions to go on the marine slip for our yearly overhaul. We were on the slip until the 25th, repairing metal, &c. On the 27th we again started on regular patrol, arriving at Harriett bay, Queen Charlotte island, on May 1. Here I swung ship to test compasses; I also learned that the customs officer at Massett was granted permits to United States coasters, allowing them to do a coasting business, evading customs duties and committing other grave irregularities. I immediately started to investigate. Proceeding to Luxana bay, I seized a United States trapper with his traps, provisions, boat and outfit; these I took to Port Simpson and handed over to the collector of customs at that port, where he was made to pay duty and comply with our laws. Through the vigilance of the *Kestrel* around the shores of these islands, smuggling has ceased; there are no more permits granted, and the lucrative business at one time carried on by foreigners is now done by boats from Vancouver and Victoria, manned by our own people. Leaving Port Simpson, we cruised up Work's canal and filled fresh water tanks, returning

the following day. Again leaving on the 9th, we took up our regular patrol work in Hecate straits, calling at Essington on the 11th for fresh provisions. We continued cruising, and on the 15th spoke H.M.S. *Egeria* surveying off the north end of Queen Charlotte island. We then visited Virago sound and Naden harbour, returning on the 18th to Port Simpson for mail. Leaving here we called at Port Essington on the 23rd. On the 24th, we dressed ship and gave the crew liberty, it being a general holiday. On the 25th we again took up our patrol, arriving in Vancouver on the 27th. Leaving again on the 30th, we took Mr. Cunningham along with us on fish hatchery business. After coaling, we arrived at Alberni on the 31st. After cruising and visiting many places on the west coast, we returned to Vancouver on June 5. Leaving here, we proceeded on regular patrol, arriving at Port Simpson on the 13th. Here we met Mr. Busby, inspector of customs. On the 14th we proceeded to Massett, where he inspected the office there and found irregularities, as reported. Leaving there, we cruised south to Harriett bay, and other stations, arriving at Vancouver on June 18. On the 20th we left for the west coast of Vancouver island, calling at Barkly, Clayoquot and other sounds. While here we received instructions to make a survey of the channel south of Round island, also of Race passage; this we did. Returning, we arrived at Vancouver on June 26. On the 27th we blew down boiler and made repairs to same. Leaving on July 10, we cruised north, calling at Port Simpson on the 20th for mail. On the 22nd we called at Port Essington for fresh meat. On the 23rd we arrived at Petrel channel and anchored in an uncharted harbour at the west end, and also discovered that the channel, as reported on the chart, did not exist. I then made an examination and sounded the main channel very carefully, locating a very secure harbour ten miles from the west entrance. I made a sketch of these harbours and channel and forwarded it to you. Leaving here, we continued our patrol. At Butler cove we met the *New England*, and she was at once ordered to leave the harbour, which she did. From here we cruised to Queen Charlotte islands, visiting the different bays and inlets. On the 30th, I was requested to make a survey of an uncharted harbour where extensive copper mines are in operation, and now known as Skeda bay. I made a very careful sketch of this bay, and forwarded the plan along with photographs to you. Leaving here, we cruised south, arriving at Vancouver on August 6. After attending to ship's business, we sailed again on the 10th with Professor Prince and the Rev. George Taylor. From this date to the 24th, we were cruising and dredging at the various harbours in the inside channels, and on the west coast of Vancouver island. Returning, we washed out boiler and made necessary repairs. Leaving again on September 4, we were accompanied by Mr. Halkett, who made a very careful investigation of the many harbours visited for the purpose of locating suitable sites for lobster and oyster planting. After leaving Mr. Halkett at Nanaimo on the 11th, we again took up our regular patrol along the coast, calling at several stations, arriving at Port Simpson on the 24th, where we received word that smuggling was carried on in Portland canal, and we were requested to investigate. Taking Collector Sharp on board, we proceeded to Kinkoolett. On arrival, we found that the man had skipped out the day before, but we seized many of his goods, and they were left in care of the collector at Port Simpson. Returning, we cruised south, arriving at Vancouver on October 1. Leaving again on the 8th, we were on regular patrol duty during the month, visiting many of the harbours along the coast and in Hecate straits, calling at Port Simpson on the 20th for mail; cruising south, we arrived at Vancouver on the 30th.

After washing out boiler and making necessary repairs, we sailed again on November 8 for a month's cruise, calling at the different stations, as usual.

I am pleased to be able to report to you that during the year the *Kestrel* has done exceptionally good work on this coast, and has run without accidents of any kind. Through her vigilance, poaching during the past season on the west coast ceased. Not one vessel was sighted fishing within the three-mile limit, neither has there been a

complaint made that they have been doing so. As they were denied the use of our harbours, it practically put these smaller craft out of business. During the season of 1905 and 1906,. 18,000,000 pounds of halibut were taken out of these waters. From 1906 to 1907, less than 9,000,000 pounds were taken. Why? Simply because they dare not run the risk; in consequence over half of these smaller craft have been sent to Alaska to operate there, and ship their catches down on the regular mail boats from Ketchikan and Peterborough to Seattle, the remainder of these boats confining themselves principally to the banks off Cape Flattey.

This fact alone goes very clearly to show that with proper protection, poaching on this coast would cease.

While the above has been the condition on the west coast, the very reverse has happened along the northern coast in Queen Charlotte sound, Hecate straits and along the north coast of Queen Charlotte islands, where the larger boats operate. It is a well-known fact that during the months of February and March, 1907, over 1,500,000 pounds of halibut was absolutely stolen from our waters when the *Kestrel* was not there to watch them.

What we want is more boats, and we want them now, if we are going to preserve our halibut fisheries on this coast.

During the year the *Kestrel* has logged on an average speed of 9 knots, 16,972 miles, or an average of 46½ miles per day for every day in the year.

Allow me to also include the following report of the halibut fisheries of British Columbia for the year 1907:—

I have the honour to submit the following carefully prepared statement of the number of pounds of halibut caught in the waters of the coast of British Columbia by Canadian and United States fishing vessels, from January 1, 1907, up to and including the month of October, with a comparative statement for the months of November and December, thus giving a statement of the total halibut catch in the above-stated waters for the year 1907.

	Total catch for the year	Value.
Canadian	4,730,000 lbs.	$ 236,500
United States	30,854,164 "	1,542,820
Total	35,584,164 "	$1,779,320

The fish above referred to were all practically caught in Canadian waters, or in other words, if there were cruisers enough to protect and keep foreign fishing vessels out of our harbour, and outside the three-mile limit, said foreign vessels could not possibly have caught in the same time, at the most, more than one-third of the above-stated catch, for vessels which now operate anywhere from 8 to 16 dories each and use our harbours to clean the fish which they catch, had they to keep out of our harbours and outside the three-mile limit, they could only operate four dories each, and it would be unprofitable to continue fishing.

You will note that the total catch for 1906 was 41,664,329 pounds, and the total for 1907 was only 35,584,164 pounds, a decrease of 6,080,165 pounds for 1907.

At the same time, you will also note that the Canadian catch has increased from 2,330,000 pounds in 1906, to 4,730,000 pounds in 1907, being an increase of 2,400,000 pounds, or more than double that of 1906. At the same time our Canadian market has increased for these valuable fish from a little over 450,000 pounds in 1906 to 1,664,000 pounds in 1907.

Referring to the 35,584,164 pounds of halibut caught during the year 1907 in the waters of the coast of British Columbia, I beg to state that the said amount is accounted for, as follows:—

Canadian Catch—

	Lbs.
Atkins Watson Company	4,080,000
Claxton Canning Company	500,000
British Columbia Packers	150,000
Total	4,730,000

United States Catch—

	Lbs.
New England Fish Company	8,654,164
Tacoma Fish Company	4,560,000
San Juan Fish Company	5,640,000
Small craft	9,000,000
Other vessels	3,000,000
Total	30,854,164

The difference in the catch for 1907 may be accounted for as follows:—

Through the vigilance of the *Kestrel* and possibly other causes, the fleet of schooners and smaller craft operating on the west coast of Vancouver island, have practically been put out of business, and are now operating in Alaska. On the other hand, the larger boats have been increased by three, viz.: the *Grant, Edric* and *Francis Cutting,* and there are more to follow. At the same time there is no doubt that many of our banks are being depleted, and as I stated in last year's report, many of the banks where fish were plentiful, are now depleted and are not fished on; and I know that the Kestrel bank, which yielded many hundred tons of fine fish in the past, is now nearly exhausted. The *Grant* fished here a few months past and although she caught 200,000 pounds, the average weight of her catch was only 12 pounds per fish.

It is a fact that many of these banks are fast being ruined, and without further protection, our halibut fisheries will soon be something of the past. The large fishing firms recognize this, and instead of building the regular type of fishing vessels are now building vessels, that when not used for fishing, can be put to other purposes. We have at present the finest fishing banks in the world, and it seems a shame to let them become depleted when with proper protection they would last for many years to come; but at the present rate of the increase of fishing, one of the finest assets of the Dominion of Canada will have passed for ever. We need more boats and want them now.

I am, sir,

Your obedient servant,

HOLMES NEWCOMB.

APPENDIX No. 15.

NATURAL HISTORY REPORT.

To the Deputy Minister,
Department of Marine and Fisheries.

SIR,—I have the honour to submit my natural history report for the year 1907.

This deals in particular with the collection of natural history objects obtained in the field during the summer of that year, in the provinces of Saskatchewan and Alberta, and incidentally with the general character of the lakes of the prairies, as well as with certain observations bearing on fishery matters in general. Allusion is also made to observations carried on along the British Columbia coast, chiefly in connection with the introduction of the American lobster into the waters of the Pacific; to a fishery exhibit at the provincial exhibition held at New Westminster; and to the Fisheries Museum.

Before starting to collect, I first of all took a general survey of the field, and realizing the vastness of the area, determined that the most practical way of gaining some knowledge of what the waters of the two new provinces contained was to select certain districts, and as thoroughly as possible work those over for the season, leaving it to the discretion of the department, whether or not the work should be subsequently followed up. For the province of Saskatchewan, the chain of lakes known as Muskeg, Pasquia, Wyosung and Qu'Appelle lakes, in the valley of the Qu'Appelle, was therefore selected; and for the province of Alberta those known as Beaver Hills, Hastings and Cooking lakes. These latter are situated east of the city of Edmonton, and as those of the Qu'Appelle valley are much farther south and east, this seemed advisable as the fishes found to inhabit the waters of the one district could then be compared with those of the other; and when this was done it was found that in general the same kinds were indigenous to the two districts; an indirect evidence that such kinds had a wide distribution over both of the provinces.

My notes contain data regarding the fishes, with the localities where they were collected, but as there are a number of cyprinoids and percoids which require to be thoroughly worked over, the following list of identified species in the meantime is given. It may be mentioned that no new kind of fish appears on this list, that is, no kind unknown to science, but the value of the list regards additional light grained as to the geographical distribution of the several kinds.

Buffalo Fish (*Ictiobus bubalus*).
White Sucker (*Catostomus commersonii*).
Red Horse (*Moxostoma aureolum*).
Spawn Eater (*Notropis hudsonius*).
White Fish (*Coregonus clupeiformis*).
Tullibee (*Argyrosomus tullibee*).
Common Pike (*Lucius lucius*).
Brook Stickleback (*Eucalia inconstans*).
Nine-spined Stickleback (*Pygosteus pungitius*).
Sand Roller (*Percopsis guttatus*).
Pike Perch or Doré (*Stizostedion vitreum*).
Yellow Perch (*Perca flavescens*).

Johnny Darter (*Boleosoma nigrum*).

Burbot or Ling (*Ling maculos.*)

Besides fishes, numerous specimens belonging to other classes of the animal kingdom were collected or observed.

Of Batrachians and Reptiles specimens of Frogs (*Rana*), Toads, (*Bufo*), Salamanders, and Garter Snakes (*Eutainia*), were obtained. Both provinces appear to be poor in reptiles; no turtles were seen, but rattle-snakes (*Crotalus*) are known to inhabit certain localities in Alberta. Some Batrachians are plentiful.

The valley of the Qu'Appelle is a regular paradise of birds. Among others observed were: the American Herring Gull, Franklin's Gull, a Tern (perhaps the Black Tern), the Double-crested Cormorant, the White Pelican, innumerable ducks, including the Canvas-back and Red-head, the American Coot, the Willet, the Mourning Dove, the Vulture (known as the Turkey Buzzard), the Marsh Hawk, the King-bird, the Crow, the Cow-bird, the Yellow-headed Black-bird (very numerous among the tall reeds), the Red-winged Black-bird, the Western Meadow Lark, Brewer's Black-bird, the Bronzed Grackle, the Cat-bird, Parkman's Wren.

Wanton destruction under the pretext of sport is being waged against the birds, and I predict that unless rigid measures are enacted and enforced, very soon this wonderful phase of bird-life, still at its height, in the valley of the Qu'Appelle, will become a thing of the past.

Eggs, sometimes with the nests, of the following named birds were obtained: The Widgeon, the Red-head Duck, the American Coot, the Cow-bird, Brewer's Black-bird, the Bronzed Grackle, the Cat-bird, Parkman's Wren, and a Marsh Wren; besides eggs of others which were either brought to me, or of which the bird was not seen; and as the eggs of many closely related birds are almost indistinguishable in their markings or general contour, some such require to be worked over before their identity is certain.

Beaver Hills lake, in the province of Alberta, is another regular haunt of various birds, different kinds of which were sometimes to be seen congregated together. Among others observed were Curlews and other shore birds, great flocks of Gulls and of Terns, innumerable kinds of Ducks, and White Pelicans; and in the net set for fish, a young Grebe was caught, which afterwards escaped.

During the summer months Beaver Hills lake is simply alive with innumerable water birds, but owing to the inroads of civilization this remarkable phenomenon, still at its height, of the northwestern wilds, will undoubtedly shortly be changed. Towns are springing up, and the birds, just as soon as they become affected through the entrance of man, will disappear to betake themselves to more congenial haunts still further north. It was to be regretted that when the place was visited—late in July and early in August—the nesting season was then over, so that no eggs were to be found; and this the more so owing to the change, just pointed out, which in the near future will inevitably come over this phase of bird life.

Flickers (*Colaptes*) a species of woodpecker; and Night-hawks, on one occasion were seen in the interior; and a few Owls—one at a time—were also observed, and being nocturnal birds they were seen at dusk, and were generally perched on trees.

Near Hastings lake, early in August, a nest of the Blue-winged Teal, containing eight eggs, was found. This was of course unusually late in the season for the bird to be nesting, and the eggs were ready to be hatched.

The following observations regarding Mammals may be of interest: Rodents, especially the little gopher, are very plentiful all over the prairie, and a few specimens of different kinds of rodents were obtained. Having an opportunity to visit the park in Alberta, where the recently acquired herd of Buffalo have been introduced, I saw about thirty of the bulls herding by themselves, but the park was too extensive to devote the time to go over the whole of it. They were massive animals, but whether owing to their transportation, or because the new environment may not have suited

them, the most of them appeared to be in poor condition. I also saw the tracks of the escaped bull, of which so much appeared in the newspapers, along the shores of Beaver Hills lake. A Shrew was found lying dead in the village of Chipman, Alberta, and three Bats were obtained in the Qu'Appelle valley.

The smaller creatures which were found need not be treated of here in detail, but mention may be made of Crayfishes (*Cambarus*), as well as of parasites on fishes; and also of various aquatic insects.

In regard to the character of the lakes observed in those parts of the two provinces which were visited, and as to whether or not such are suitable for the stocking with fish, there is the following to be said: The lakes observed were on the prairies, or where owing to the channels of rivers, the land was more or less undulated; but as the mountainous parts of Alberta were outside the field where the season's work was carried on, no information was gained concerning lakes in those regions. It should be stated that distances between stopping places in the new provinces are usually great, and the observations of lakes were therefore often made whilst moving about, but a general idea of the prairie lakes was easily gained. Many of them are temporary or seasonal lakes, of moderate depth, although some of them may cover a considerable area in the spring of the year, but in the summer such are either entirely, or almost entirely, dried up. Being situated on the plains, it will readily be conceived why there would be lakes of this character. They are known among the people as sloughs, and many of them at the proper season yield a goodly crop of marsh hay. Still from what appears in this report as to the collection of fishes made, it will be seen that in the northwestern provinces there are lakes of quite another character. Beaver Hills lake, for instance, although situated in the plains, is a permanent sheet of water of great extent, fed by streams, some of which I saw, and no doubt also by underground springs. The fish inhabiting this lake, and others of its character, are mainly pike and suckers, and whilst the latter in our own parts of the Dominion are generally considered inferior, in those parts, owing probably to the coldness of the northern waters, they are really a choice fish. There seems to be a mania always among the people to disturb a good sheet of water by introducing some kind of fish, in particular to introduce black-bass or trout, whether or not such waters are suitable for them; and in a public address which I was asked to deliver at Tofield, a question bearing on this matter was put to me in regard to Beaver Hills lake. In effect I could only reply: Why disturb the natural condition of things, when, as in this instance, it is good? Owing to the weeds and muddy nature of the bed of Beaver Hills lake, pike and suckers thrive in it, and do well together, and the people are supplied with excellent fish, whereas to introduce some other kind of a rapacious nature would only interfere with the present natural and satisfactory condition of things.

The physical features of the chain of lakes of the valley of the Qu'Appelle are of quite another character. The Qu'Appelle river, with its system of lakes, for ages past, has gradually lowered its bed, so that its undulated banks have now the appearance of having been, as it were, upheaved upon the prairies. But this is only in appearance, for the apparently upraised banks are purely the result of the scooping out, and the consequent lowering of the river's channel. Nowhere else, when contrasted with the level of the prairies, have I seen a similar feature, and having made a survey of the entire chain of the lakes, from its head to its terminus, I found that they manifested great variability both as regards their shores and the nature of their beds, and in the character of the organisms with dwell in them. For instance, buffalo-fish appeared to be most plentiful among the bulrushes at Muskeg lake, at the head of the chain, tullibee at Pasquia lake, which is further down, whilst pike-perch and suckers were more evenly distributed, the latter being very plentiful right to the terminus of the chain.

Now the introduction of a fish such as the black-bass into those lakes would not be detrimental, to any grave extent, to the existent condition of things. The bass

would simply do what the several indigenous kinds of fishes have done; they would seek out amid the varied features of the lakes that environment best adapted to themselves; nor would there be great competition with other useful kinds, for pike would still lurk among the weeds; pike-perch could hold their own equally against them, which means that the adults at least, of each kind would more or less leave the other alone; whilst crayfish and other crustaceans, small cyprinoids, of which there are great shoals, and the young of such a fish as the buffalo fish, a kind whose numbers could admit of considerable reduction, would supply them with abundance of food. In fact, I have never before seen a system of lakes just corresponding to those, where black-bass could be introduced with impunity, or where the welfare of the present desirable denizens of the water would in no serious way be affected.

But whilst the lakes of the valley of the Qu'Appelle are in themselves all that could be desired, and their magnificence is lauded in the foregoing, attention is here drawn to a matter of quite a serious character. In making my collections, many hundreds of fishes were caught, out of which the best were selected as specimens. As I examined them one by one, I found that there was a disease among the fish, especially among the pike-perch; nor was the cause of this far to seek, for I discovered that the lakes, chiefly at their head waters, had somehow become tainted with impurities; and hundreds of large pike-perch were seen lying dead among the reeds. On returning to Regina, I interviewed Dr. Charlton, Provincial Bacteriologist, in regard to the matter, and procured him two of the diseased fish, and he intimated his intention of going right to the place, where he can get the blood from the living fish, so as to enable him to fully investigate as to the nature of the disease.

According to instructions, three collections of fishes were made, one for Saskatchewan, another for Alberta, and a duplicate of each for the Dominion. The Saskatchewan collection is now on exhibition in the provincial government block in Regina; but on account of the present crowded condition of the provincial government offices, that for Alberta was securely soldered up in a copper Agassiz tank, pending the time when there will be an available place for putting the collection on public exhibit.

During the autumn of 1907, my time was occupied in making observations in regard to the advisability of transporting American lobsters from the Atlantic coast to the Pacific coast, and also in regard to what success had attended the introduction of the Atlantic coast oyster into the waters of the Pacific; and for this purpose the department's SS. *Kestrel* was placed at my disposal.

I was also entrusted with the setting up and supervision of a fishery exhibit at the New Westminster provincial exhibition. For this purpose a choice of a site was put at my disposal by Mr. Keary, manager and secretary of the exhibition, and I therefore selected a space at the north end of the industrial building, the dimensions of which were about 58 feet long, 20 feet wide and 16 feet high.

About one-half of the space was allotted to aquaria and egg troughs, and a table, stands and shelves, were placed in the other half, for an exhibition of mounted fishes and other specimens. The walls were adorned with mounted water birds, kindly loaned by the Carnegie library of New Westminster; with mounted fishes from the Fisheries Museum, Ottawa; and with cases containing fish eggs and newly hatched out fry in formalin, to show the process of development. A mounted female moose, also loaned by the library, was placed on a stand near the centre of the exhibit, and an unclaimed skin-canoe of the previous year's exhibition, put at my disposal, was suspended from the ceiling.

The aquaria and fish troughs were of course constantly supplied with running water, with pipes adjusted for the inlet and outlet of the water, and in the former were placed living samples of artificially reared cohoe, sockeye, and steel-head salmon and rainbow trout; whilst in the trays or wire-baskets in the troughs were eggs of the cohoe and spring salmon. There was also a small living sturgeon in one of the aquaria, and in a pond, fed by a fountain nearby the industrial building, were placed some good-sized rainbow trout.

In the report of 1906, a lengthy account of the Fisheries Museum, with descriptive remarks on the vertebrate portion was given, and as the specimens added to the collection in 1907 are virtually embraced in the body of this report, there is little to add in regard to that institution. During the calendar year the museum was visited by over 13,000 persons by actual signature, besides schools and teaching staffs, and these include not only residents of the Capital, but visitors from all parts of the Dominion, and from foreign countries, and the museum continued to hold rank as an attractive public institution.

Respectfully submitted,

ANDREW HALKETT,

Naturalist, Department of Marine and Fisheries.

APPENDIX No. 16.

THE OUTSIDE STAFF OF THE FISHERIES BRANCH.

The following are Inspectors of Fisheries in the different provinces of the Dominion, 1907–8.

Name.	P. O. Address.	Extent of Jurisdiction.
Bertram, A. C	North Sydney, N.S.	District No. 1.—Cape Breton Island.
Hockin, Robt	Pictou, N.S	District No. 2.—Cumberland, Colchester, Pictou, Antigonish, Guysboro', Halifax and Hants counties.
Robertson, Andrew C	Barrington Passage	District No. 3.—Lunenburg, Queens, Shelburne, Yarmouth, Digby, Annapolis and Kings counties.
Calder, John	Campobello, N.B	District No. 1.—The counties of Charlotte and St. John.
Chapman, Robt. A	Moncton, N.B	District No. 2.—Restigouche, Gloucester, Northumberland, Kent, Westmorland and Albert counties.
Harrison, H. E	Fredericton, N.B	District No. 3.—Kings, Queens, Sunbury, York, Carleton and Victoria counties.
Matheson, J. A	Charlottetown	Prince Edward Island.
Wakeham, Wm., M.D	Gaspé Basin, Que	Lower St. Lawrence River and Gulf.
Belliveau, A. H	Ottawa	Dominion of Canada.
Riendeau, Jos	Montreal	The counties of the province of Quebec bordering on the St. Lawrence from Huntington to Three Rivers.
Hurley, J. M	Belleville, Ont	That portion of Ontario east of the western boundary line of the counties of Durham, Victoria and Haliburton, including Lake Scugog and the eastern boundary of Muskoka and Parry Sound districts.
Sheppard, O. B	Toronto, Ont	That part of the province of Ontario west of the eastern boundaries of the county of Ontario, and the districts of Muskoka and Parry Sound along the Mattawa and Ottawa rivers, and northward along the north-eastern boundary line of said province to James bay.
Duncan, A. G	Marksville, Ont	That portion of Ontario lying west and north of Lake Nipissing, the rivers Mattawa and Ottawa and the north-east boundary line of the province to James bay, embracing Nipissing, Algoma, Thunder bay and Rainy river districts, Lake Superior and such portions of Lake Huron and Georgian bay as lie adjacent or opposite to the part of Ontario above described.
Young, Wm. S	Selkirk, Man	Province of Manitoba and the district of Keewatin.
Miller, E. W	Qu'Appelle	" Saskatchewan.
	Edmonton	" Alberta and district of McKenzie.
McKay, Horace T	Dawson City	Yukon district.
Sword, C. B	New Westminster	Province of British Columbia—No. 1. Southern district.
Williams, J. T	Port Essington	" " No. 2. Northern district.
Taylor, E. G	Nanaimo	" " No. 3. Vancouver Id.

OTHER DEPARTMENTAL OFFICERS.

Halket, Andrew	Fish. Museum, Ott	Naturalist and Curator of Fisheries Museum, at Ottawa.
MacFarlane, Peter	New Glasgow, N.S.	Officer in charge Bait cold storage.
Migneault, R. M. S	Yamaska	Inspector of fishways.
Mackerrow, A. D	Halifax	In charge Intelligence Bureau.

LIST OF FISHERY OVERSEERS IN THE DOMINION OF CANADA

1907–08.

NOVA SCOTIA.

Annapolis County.

Name of Overseer.	P. O. Address	Extent of Jurisdiction.
Fritz, Henry..	Port George	Annapolis county.

Antigonish County.

McAdam, Alexander....	Malignant cove.	Antigonish county.

Cape Breton County.

Forbes, A. R.....	North Sydney	Cape Breton county.
Lavatte, Henry.....	Louisbourg..... ...	" "
McCuish, John	Scatarie.....	" "
McDonald, Joseph.....	Little Lorraine	" "
McInnis, Michael R....	Amaguadus pond ...	" "
McLean, John.....	Gabarouse lake.....	" "
McLean, Murdock	Leitches creek	" "
McLeod, Angus.....	Port Morien.... ...	" "
Sullivan, Timothy.	Little Bras d'Or....	" "

Colchester County,

Davidson, J. W...	Bass river	Colchester county.
Henderson, G. W.....	Tatamagouche.....	"
McGregor, E. H..	Lower Stewiacke....	"

Cumberland County.

Angevine, Frank	Middleboro.....	Cumberland county.
Brownell, Ferguson....	Northport.....	"
Canning, S.	Advocate Hr.. . ..	"
Reid, John D.	Pugwash	"
Thompson, Guy	Oxford	"

Digby County.

Bishop, H. R.....	Digby.... —.....	Municipality of Digby, Digby county.
German, Thomas	Meteghan.	Municipality of Claire, Digby county.

Guysboro County.

Davis John.	Guysboro. ...	Guysboro county.
Reid, David	Port Hilford	"

Halifax County.

Gaston, Robt.	Pope's harbour.... .	Sea coast and inland waters of Halifax county.
Kennedy, Wm.....	Hubbard's cove.....	Halifax county,
Rowlings, George.... ..	Musquodoboit hrbr..	Sea coast and inland waters of Halifax county.

SESSIONAL PAPER No. 22

List of Fishery Overseers in the Dominion of Canada, &c.—*Continued.*

NOVA SCOTIA—*Continued.*

Hants County.

Name of Overseer.	P. O. Address.	Extent of Jurisdiction.
McDonald, Chas.....	Shubenacadie.	County of Hants.

Inverness County.

Aucoin Wm..... .. .	Eastern harbour....	No. 6.—From Big Pond Lobster Factory north, including Cheticamp, Eastern harbour, Little river, Pleasant bay and Paulet cove.
Chisholm, Arch. A.. ...	S. W. Margaree. . .	Inverness coast from Broad cove Chapel to Delany's cove, also East Lake Ainslie and streams, Loch Ban, S. W. Margaree river and tributaries and Margaree river from forks of Margaree Hr.
Hart, Albert.....	N. E, Margaree.....	Coast of Inverness Co., from Delany's cove northward including Big Pond, Eastern Hr., &c., also N. E. Margaree Riv. from Margaree forks to Source, and all other streams to Victoria Co. line.
McDonald, Ronald.....	Broad cove Chapel ..	Inverness County, Bounty purposes.
McIntosh, Geo. P.....	Pleasant Bay.....	Coast of Inverness Co. extending from Pleasant bay to Meat cove (inclusive).
McLennan, Jno. B.....	Kingsville.....	No. 2.—Inverness Co.
McLean, D. F.....	Port Hood.....	No. 1—W. Division coast south of Mabou Hr., including S. W. Mabou river, Port Hood, Judique Long Pt., Pt. Hastings and Hawkesbury, to N. W. arm River Inhabitants in interior, and north side Victoria Co., from Js. McKinnons to Whycocomagh bay; and through Glencoe and S. W. ridge of Mabou, to Mabou bridge.

Kings County.

Bishop, Adolphus... .	Grand Pré...	Kings county.
Eaton, E. B.....	Canning.....	"
Reid, Reuben F.....	Wolfville..	"

Lunenburg County.

Morris, Jno. B.....	Bridgewater.. . .	Lunenburg County.
Webber, John A.....	Chester.....	"

Pictou County.

Kitchin, James	River John	Western Division Pictou Co., comprising coast, water from Colchester Co., line to Cole's reef, Pictou Hr. and streams flowing into viz., River John and tributaries, Toney river, and Fig and Little Cariboo rivers.
McDonald, Alexdr. J....	Bailey's Brook	Pictou County.
Pritchard, A. O.....	New Glasgow.....	Pictou harbour, Pictou Island, East, West and Middle rivers, Pictou Co.

List of Fishery Overseers in the Dominion of Canada, &c.—*Continued.*

NOVA SCOTIA—*Concluded.*

Queens County.

Name of Overseer.	P. O. Address.	Extent of Jurisdiction.
Bain, J. L.	Liverpool	Queens county.
Young, Chs.	Mill village	"

Richmond County.

Brymer, Arthur	Lower L'Ardoise	No. 3.—Eastern division that portion of sea coast, lakes and inland waters lying east of St. Peter canal.
Boyle, Dugald R.	West Arichat	Coast and inland waters of Isle Madame including southerly half of waters of Lennox passage.
Morrisson, Archd.	River Bourgeois	Richmond county.

Shelburne County.

Goudey, E. S.	Barrington passage	From and including Clydes river to Yarmouth Co. line.
Hines, George K.	Shelburne	Shelburne county.

Victoria County.

Campbell, Jno M., Marine Agent at	Halifax	St. Paul's island.
Gillis, Duncan	Baddeck	Victoria county.
Moffatt, W. P.	Cape North	Cape North, Bay St. Lawrence to county line at Meat cove.
Montgomery, D. P.	Neils harbour	Neils harbour including Green cove and New Heaven.
Morrison, Alexdr.	Wreck cove	Englishtown north to Smoky cape at south Ingonish.
McDonald, Murdo.	Big Bras d'Or	District Big Bras d'Or north to Englishtown.
McLean, Angus	Ingonish	North and south Ingonish, including Ingonish island.
McRea, Charles	Brook Middle river	Victoria county.

Yarmouth County.

Hatfield, A. M.	Arcadia	Yarmouth county.

NEW BRUNSWICK.

Albert County.

Dowling, C. S.	Alma	County of Albert.

Charlotte County.

Billings, Robert	St. Andrews	Waters in vinicity of St. Andrews, extending from Owen head to Oak bay.
Fraser, W. A.	Woodward's cove, Grand Manan	Island of Grand Manan, and waters surrounding the same.
Savage, Charles	Campobello	District of Campobello, and the west Isles, Charlotte Co.
Todd, Frank	St. Stephen	County of Charlotte.

SESSIONAL PAPER No. 22

LIST of Fishery Overseers in the Dominion of Canada, &c.—*Continued.*

NEW BRUNSWICK—*Continued.*

Gloucester County.

Name.	Address.	Extent of Jurisdiction.
Canty, Thomas	Bathurst	Gloucester county.
Doucet, Jérôme E.	Elm Tree	"
Robichaud, Wm. C.	Inkerman	"

Kent County.

Hannah, Wm. F.	Richibucto	County of Kent.
LeBlanc, O. J. O.	Buctouche	Coast line and inland waters at the parishes of Wellington and St. Marie.

Northumberland County.

Abbott, Lemuel	Chatham	Both shores of Miramichi river from Point Au Quart on south to Oak point on north to junction with N. W. S. W. Miramichi rivers, with all islands therein and streams emptying into.
Smith, B. W.	Hardwicke	County of Northumberland.

Queens County.

Belyea, J. P.	Gagetown	County of Queens.
Hetherington, I. T.	Johnston	"

Restigouche County.

McLean, Donald	Charlo	Baie des Chaleurs, and tributaries from Belledune to Dalhousie.
Miller, George	Dalhousie	Restigouche river and its tributaries in the counties of Restigouche and Victoria.

Sunbury County.

McLean, Cecil F.	Burton	St. John river from Indiantown, Sunbury county, to the county line of York.

St. John County.

Belyea, J. F.	58 Middle street, St. John	County of St. John.
Cochrane, Jno.	I.C.R. stat., St. John	City of St. John and vicinity.

Victoria County

LeClair, Joseph.	Grand Falls	County of Victoria.
Gagnon, L. A.	Edmundston	Madawaska district.

List of Fishery Overseers in the Dominion of Canada, &c.—*Continued.*

NEW BRUNSWICK—*Concluded.*

Westmorland County.

Name.	Address.	Extent of Jurisdiction.
Arsenault, Thos. V.	Barachois	Coastal and inland waters of parish of Shediac and portion of Botsford parish, North of Big Shemogni Hr., and road from same to near Bristol corner, past Bristol corners and Lowthers to parish at Sackville with Jurisdiction in parishes of Moncton and Salisbury.
Melanson, Ambroise	Pré-d'en-haut	Parish of Dorchester including Petitcodiac river.
Copp, George E.	Baie-Verte	Part of Botsford parish, county of Westmorland.
Prescott, Joseph	Baie-Verte	Parishes of Westmorland and Sackville.

York County.

McKay, James D.	Fredericton	County of York.

PRINCE EDWARD ISLAND.

Kings County.

McCormac, J. A	Souris	County of Kings.

Prince County.

Davison, John	Bedeque	County of Prince.

Queens County.

Hobkirk, W. C.	Charlottetown	Province of Prince Edward Island.

PROVINCE OF QUEBEC.

Gaspé County.

Veit, Fred.	Gaspé Basin	That portion of the province south of the St. Lawrence to and including county of Bellechasse, but specially the counties of Bonaventure and Gaspé.

Magdalen Island.

Arsenault, Azade	Grindstone Island	Magdalen islands.
Chevrier, J. A	Amherst, Magdalen island	That part of Magdalen islands comprising Entry, Amherst and Grindstone islands, also Harbour Basque lagoons.
Theriault, Bruno	House harbour Magdalen island	That part of the islands including House harbour Grosse isle, Grand entry and bays and Bryon island

SESSIONAL PAPER No. 22

List of Fishery Overseers in the Dominion of Canada, &c.—*Continued.*

PROVINCE OF QUEBEC—*Concluded.*

Saguenay County—North Shore.

Name of Overseer.	P. O. Address.	Extent of Juridiction.
Cabot, Geo. E.	Fox bay, Anticosti island.	The Island of Anticostt and adjacent waters.
Blais, Alex.	(Winter address) Berthier en bas. (Summer address) Long Pt. Bradore, *via* Newfoundland.	North shore, from Blancs Sablons to Chicatica. (Bonne Esperance district).
Comeau, Nap. A.	Godbout.	North shore, including Jambons to Tadoussac (Godbout District).
Cormier, Achille.	(Winter address) Esquimaux point. (Summer) Romaine *via* Natashquan.	North shore, from Cape Whittle to Natashquan point (Romaine district).
Joncas, Richard.	Natashquan.	North shore, including Natashquan to Ste. Geneviève (Natashquan District).
LeBlanc, Eusèbe.	Esquimaux point.	North shore, including Ste. Geneviève to Pigou (Mingan district).
Le Couvie, John.	(Winter address) Lobster cove, Gaspé. (Summer address) Cr. Commander of *Princess.*	North shore, from Chicatica to Cape Whittle (St. Augustin District).
Mignault, Theotime.	(Winter address) 140 Rue St. François Quebec. (Summer) Moisie.	North shore, including Pigou to Jambons (Moisie district).

The following six names are merely Bounty Officers, exercising no other juridiction *re* fishery matters.

Forest, George.	Bonaventure river.	Bonaventure county, from Maguasha to and including Paspebiac.
Chapados, F. X.	Gascons.	Bonaventure Co., from Paspebiac to Gaspé Co.
Keays, John.	Little Pabos.	Gaspé county, from county line eastward to but not including Barachois, Malbaie.
Carter, A. T.	Gaspé basin.	Gaspé county, from Barachois, Malbaie, to Fame point, both included.
Letourneau, Louis.	Mont Louis.	Gaspé county, from Fame point to and including Claude river.
Verreault, Louis.	Petits Mechins.	Rimouski county.

SASKATCHEWAN.

McKay, Henry.	Cedar lake.	Waters between district of Prince Albert on West and Grand rapids on Great Saskatchewan river, Sask.
Robt. Headrick.	Prince Albert.	District of Prince Albert, Saskatchewan.
Silverthorn, J. W.	Lumsden.	District of Long lake, Qu'Appelle river, bounded on south by base line tp. No. 16, on north by tp. No. 30, on east by east side to range 19, and on west by west side of range 27, all west of 2nd Meridian.
Climie, W. H.	Winnipegosis, Man.	Lake Winnipegosis.

List of Fishery Overseers in the Dominion of Canada, &c.—*Continued.*

BRITISH COLUMBIA.

Name of Overseer.	P. O. Address.	Extent of Jurisdiction.
Galbraith, W. M.	14 Ridge road, Victoria.	British Columbia.
Harrison, Chas.	Massett	Queen Charlotte islands.
McPhadden, D.	Vancouver.	British Columbia.
Wise, James	New Westminster	Fraser river, north arm.
Nordschow, E. Norrie Stewart Adamse, W.T. Helgesen, Hans	J. G. Williams, Insp. Port Essington	Northern District of B. C.

LIST OF OFFICERS IN CHARGE OF GOVERNMENT FISH HATCHERIES, 1907.

Name.	P. O. Address.	Province.	Rank.
Cunningham, F. H.	Ottawa	Ontario	Superintendent Fish Culture.
Finlayson, Alexander	"	"	Inspector
Walker, John	"	"	Officer in charge Government Hatchery.
Armstrong, Wm	Newcastle	"	" " "
Parker, Wm	Sandwich	"	" " "
McNab, A. J.	Wiarton, Ont	"	" " "
McCargar, J. K.	Belleville	"	" " "
Deséve, A. L.	Magog	Quebec	" " "
Catellier, L. N.	Tadoussac	"	" " "
Lindsay, Robert	Gaspé basin	"	" " "
Elliott, Joseph	St. Alexis des. Mts	"	" " "
Robert, Alphonse	Mont Tremblant	"	" " "
Belknap, W. G.	Baldwin mills	"	" " "
Mowatt, Alexander	Campbellton	New Brunswick	" " "
McCluskey, Charles	Grand falls	"	" " "
Sheasgreen, Isaac	South Esk	"	" " "
Savoy, Sebastien	Shippigan	"	" " "
LeBlanc, N.S.	Cape Bald	"	" " "
Ogden, A.	Bedford basin	Nova Scotia	" " "
Harris, W. F.	Pictou	"	" " "
Meagher, James	Canso	"	" " "
Carmichael, A. G.	N. E. Margaree	"	" " "
Burgess, Frank	Windsor	"	" " "
Holroyd, A. W.	Windsor station	P. E. Island	" " "
Hooker, F. W	Seikirk	Manitoba	" "
Whitwell, Thomas	Skeena river	British Columbia	" " "
Mitchell, D. S.	Granite Creek	"	" " "
Robertson, Alexander	Lillooet.	"	" " "
Robinson, Thos.	Harrison springs	"	" " "
Roxburg, Wm.	New Westminster.	"	" " "
Bucknall, R. C.	Eivers inlet	"	" " "
Pretty, A. W.	Hazelton	"	" " "
Gibbs, H.	"	"	" " "
Kemp, Ernest	Charlottetown	"	Dominion Oyster Expert.

SESSIONAL PAPER No. 22

LIST OF CANADIAN GOVERNMENT CRUISERS AND NUMBER OF CREWS, 1907.

O. G. V. Spain, Commander of Marine Service, Ottawa.

Name of Vessel.	Commanders.	Winter Address.	Number of Crew.
Canada	C. T. Knowlton, Capt.	Parrsboro, N. S.	53
Constance	George M. May, Capt.	Quebec, P. Q.	22
Curlew	Capt. Robinson, acting	St. John, N.B.	17
Falcon	E. B. Williams	Vancouver, B.C.	5
Kestrel	H. Newcomb, Capt	Vancouver, B.C.	22
Princess	W. Wakehan, Comdr.	Gaspé basin	27
Osprey	J. Graham, Capt.	Cambridge road, P.E.I.	19
Petrel	W. H. Kent, Capt.	Liverpool, N.S.	25
Vigilant	E. Dunn, Capt	Walkerville, Ont	31
Total of Officers and Crew			221

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